The Sea People

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The Sea People

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Front Cover Photo

Helen Forrester on Tanenui "Kahoa Nui" in the Bay of Naples

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INTERNET NEWS

Current list & details of boats for sale will become available on a web site at:

www.Multihulls.uk.com/

and PCA news (forum!) etc will be found at:

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MANNINI

Easter '97 sees a one week refit of Mannini Pahi, Chris Dunn's 45' ORO.

YOU can work for the week on the boat and in return have a week sailing on her around Cornwall in Mid-Summer with Scott Brown Skippering.

Some skills are required, but the person with the ability to handle a paint brush is as important as the person bringing wordworking skills.

This may be the last chance to sail this Classic as she goes on the market after the '97 Summer Meet.

REFIT

RUTH'S DIARY

The Fiji Islands

Ruth Wharram continues her report of the adventures of Spirit of Gaia in the Fijian and Melanesian Islands

Epi Island, Vanuatu, 16.8.96.

After I sent my last newsletter, about 6 weeks ago, we finally visited one of the Fijian outer island groups, the Yasawas, and had so far our best swimming amongst corals and shoals of fish, with an amazing swathe of tiny fish swimming along the beach off an uninhabited island.

Then we had to leave, as another friend was awaiting for us in Vanuatu, the former New Hebrides, another Melanesian island group. Though we had to sail before the tradewinds had set in again, when they came, we enjoyed them at last for three days and arrived in Vila, the capital of Vanuatu, after 5 days.

Like the Fijian yacht clubs at Suva, Musket Cove and Lautoka in Fiji, the Cruising Yacht Club of Port Vila on the island of Efate, is the centre of the yachting fraternity with mail collection possibility, fax, telephone, shower, bar etc. but it was not what we had come for, namely, to sail with our friend up the islands.

However, one delay followed the other. We had arrived just before the Independence celebrations, which we couldn't miss with the dancing groups from the various islands. Though at the boat parade and race, which the yacht club had organised, we missed the local outrigger canoes. The dinner dance party at the yacht club in the evening sponsored by a local firm with a delicious buffet was wonderful.

Stomach upsets caused further delays. Then, a visit to the new museum, which was better than the Suva one, lighter, better laid out and with interesting video shows. There was even a conference just going on,"The Western Pacific, 5000 to 2000 B? (before present!) Colonisation's and Transformations", dealing mainly with the spread of the 'Lapita' culture, that spread from the Bismarck Archipelago through the Melanesian islands into Polynesia as far as Tonga.

This is what our friend, Bob Hobman, who had also been a speaker at the Waka Moana Symposium in Auckland, is trying to trace. This is with a new 13.5m long outrigger canoe 'ANAK TAGAROA', as used by the ancient race, known either as 'Austronesians', 'protopolynesians' or, as he called them, 'Tagaroans'.

Bob Hobman had already made a historic voyage on an outrigger canoe, the SARIMANOK, which he had sailed from Bali to Madagascar 11 years ago, to follow another expansion route, used by Indonesians.

With his new canoe he intends to sail 6,500 km from Sangir, Indonesia, to Fiji.

As we, too, were interested in these trading routes, James and Hanneke attended some of the lectures at the above mentioned conference.

There was still one further delay: the engine. A water intake pipe was blocked up, and in spite of Hanneke's

James with Chief No2 from Tikopia

greatest efforts, she could not find it, and the engine had to be taken ashore. It did cost another £55, but at least the mechanic knew all about where to find outrigger canoes. At last James and Hanneke were able to carry on their work of recording and photographing existing outrigger canoes on the islands, for not only was the Auckland Maritime Museum interested in it, the Suva (Fiji) and the Vila (Vanuatu) Museums also wanted copies of their records, as well as the Viking Museum in Denmark.

Before leaving Vila we went to one island, where a canoe which had apparently won the races a few years ago, was hauled out. So its measurements were taken, drawings and photographs made.

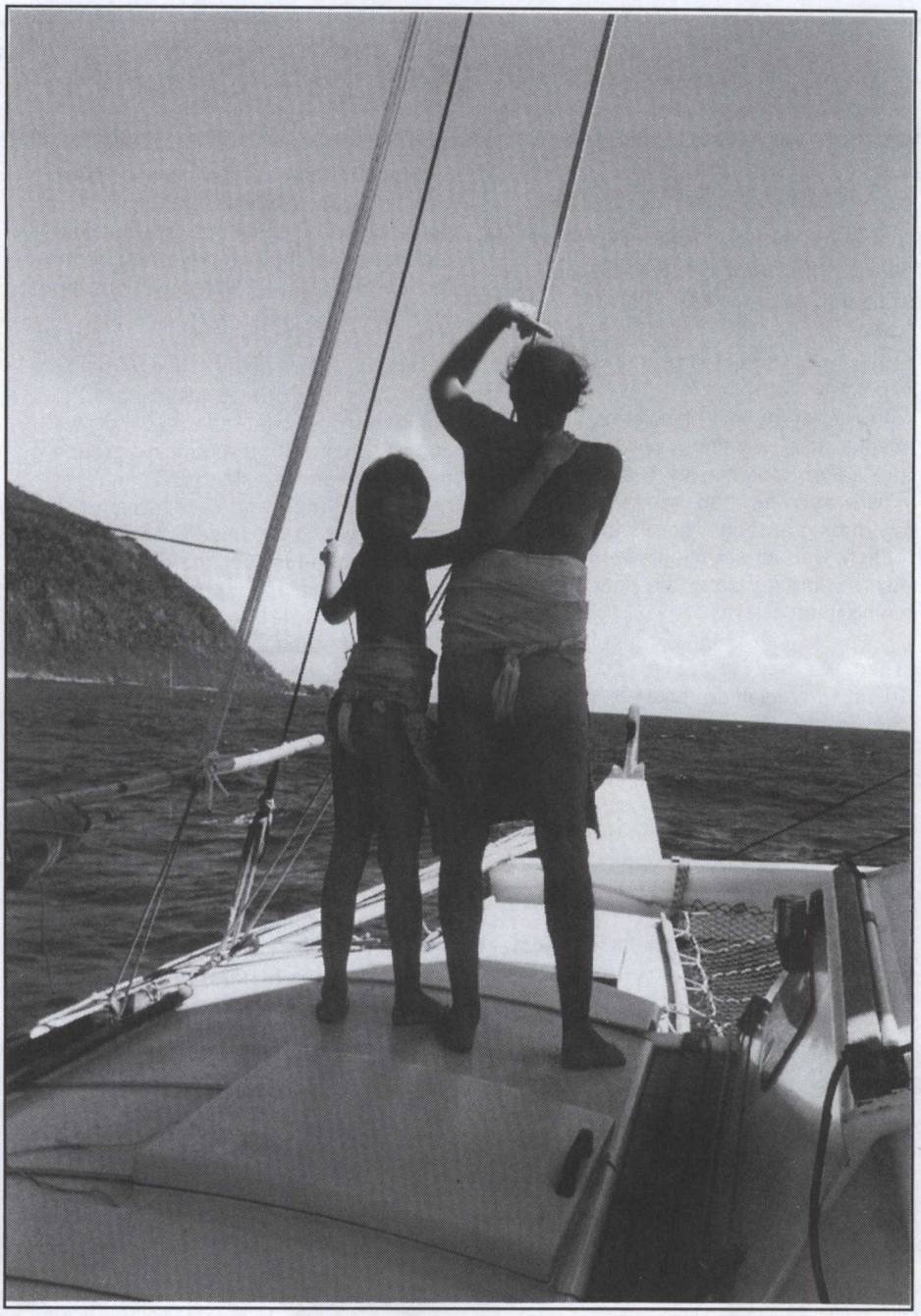
Then we were finally off to Havannah Harbour, where immediately a couple of sailing canoes came over to greet us. They were sailing very well, fast and quite close to the wind. It was wonderful to see them and not long until Hanneke was sailing one herself.

After hearing that Billy, the father of one of the sailors, was the local canoe builder, we invited a group of them, including Billy, for a sail with us, around their island, Lelepa, the following day.

First we visited the island and walked to the cave, which had rock paintings from 900 AD, looked at the village and Billy's 'workshop' with another canoe being made, and after more canoe visitors on GAIA, we finally set off on our trip North, which we had intended to start over 2 weeks ago! Still, better to get to see a lot and meet many people of one island than to see many islands, but only superficially. for, we found all the islands beautiful and their inhabitants very friendly.

The island of Epi was our next stop. You may remember, that I finished my last newsletter with James' recovery from his coral poisoning. I should have known better and be more careful, for now all I can do is to sit on my bunk and look out for the dugongs, which are supposed to be here in the bay - one of them even very tame and swimming with people - as I am not allowed to swim with a bad skin infection on my leg (Erysipelas). However, even the others finally only swam with some turtles, and one dugong was just seen in the distance.

In Epi a small yachting community was gathering - amongst them a Canadian doctor, a great blessing for me - but there was now a constant stream of visitors, whether from yachtsmen, holiday makers or the locals, representatives of all the 'dignitaries' of the couple of islands around us.



James and Jamie in traditional loin cloth.

The local restaurant owner, Tasso, made a buffet meal for anyone interested, which was very enjoyable and today they had a bazaar on one of the islands in aid of school funds. For Epi has a primary and a high school, a hospital, library etc., really a wonderful community. One can only hope that it will remain so peaceful and happy without the young people having the urge to go to the big towns.

So, time goes by, but we had another pleasant week on this island before heading for Malakula, the second largest island of Vanuatu.

On the Maskellyn Islands off Malakula, the others visited one of the villages, which has a boat building school. Very nice and interesting people. They had just had a committee meeting, talking about their difficulties of getting enough logs to build more canoes and had discussed the possibility of building in plywood.

Our arrival came just in time. James gave a talk to the school, a group of 18 visited GAIA, and we promised to send them some drawings of the MAUI and HINA designs with general building instruction for their future canoes.

So we wandered from island to island, getting our fruit and vegetables from the natives who passed by, when they

James and Ruth with Chief No 2 on Spirit of Gaia

sailed from the mainland where their gardens are, to their own islands.

We haven't got far yet, and here, in Sandwich harbour, where even the others can't go swimming because of sharks, we are waiting with a group of other yachts for the wind to change to the South again.

James and Hanneke have gone shopping, and I hope they are safe, because it is only about 25 years ago, that the natives still ate each other or whoever was handy!

On our return to Vila, 11.9.96

Another 3 weeks have gone by with more highlights of our voyage. Atchin Island, full of 'Canoe people'. We invited a group of the old people, canoe builders, rope makers, model makers etc. on GAIA, discussed their and our designs and met a couple of people who had sailed in 1980 (the year of their Independence) a 12m canoe from there, 600 miles in two weeks to Malaita in the Solomon Islands and then from there in another two weeks, 800 miles to Port Moresby, Papua New Guinea. In the evening a family of 3 men, who had been on that trip came over from the big island with a large bunch of bananas to discuss their epic voyage. The canoe was left in Papua New Guinea. Their captain, apparently had been a Mike Baines. We think it was the same Mike Baines, we had met perhaps 40 years ago, on our TANGAROA.

But then it was really time to head for Espirito Santo, where Francis Hickey - another speaker at the Auckland symposium and who has a TANGAROA MK.IV there - was awaiting us with a big heap of letters, a very welcome and only too rare pleasure!

We had intended to visit other islands of Vanuatu: the Bank Islands, Pentecost and Ambrym with its volcano, but we, especially Hanneke, since seeing two Tikopian canoes in the Auckland museums, had always been thinking of the most important island of this year's cruise and research project: Tikopia, a Polynesian outlier, part of the Santa Cruz Islands now belonging to the Solomons, a lonely island and over 100 miles from its nearest neighbour.

Time was getting short, the weather bad again, it was 200 miles from Luganville, Espirito Santo, to Tikopia and 300 miles back to Vila without visiting any of the other islands. There is only an open anchorage off Tikopia, and it would be, without permission and clearance from the Solomons an illegal visit.

After many arguments, a 'sign' in the form of an American couple, decided for us. They had just come from Tikopia, had spent 2 wonderful weeks there and urged us to visit these genuine people, to ask the Chief No. 2, who is responsible for the visiting yachts, for permission and show them our SPIRIT OF GAIA as well as the photos and drawings of the old Tikopian canoes. "It is a must", they said. With this co-incidence, we thought, yes, we must go!!

It was a hard voyage there - and two hard sailing days to windward in winds of force 5-6, occasionally 7, on the return voyage, though on the last day we had a beautiful sail along the islands of Vanuatu, averaging 6 kn. on this 327 m trip.

It had been a rather nerve wracking anchorage off Tikopia. Though the anchor was well buried in the sand but in deep water, it was shallowing very quickly. Unfortunately, the wind was very gusty and coming around the island, so that we always lay with the stern towards the beach - and often only a few feet away from the coral

heads!!

Still, we survived it all, and to answer the question now: "Was it worth it?", "Yes, it was".
The 'Tikopian Experience', probably we will never be able to repeat. We were visited by the Chief No.2's grandson, to whom we explained our reasons for coming to Tikopia: the discovery of the two Tikopian Canoes in New Zealand - the large 11 m. canoe, which had been in the main museum for 60 years and its remarkable resemblance in cross section and keel lines to that of the SPIRIT OF GAIA, plus the small canoe, seen in the National Maritime Museum, which, in 1972, had been found floating in the sea. Also our own work for 43 years in designing, building, sailing and spreading the idea of the Double Canoe etc. We were accepted and invited to the old chief (Daddy)'s house in the afternoon.

On the beach a group of children greeted us and, holding our hands, guided us to the Chief's house. It, like all the others, was covered with leaves right to the ground. You have to crawl in through a small opening (and must crawl out backwards, as it is considered rude to turn the back on someone). It was dark inside, but cool and without the flies swarming outside. We drank coconuts and were offered a meal, fish and a mixture of banana and coconut milk cooked in banana leaves in an earth oven in the cookhouse. Eaten with your hands, which are rinsed in water, there was no washing up to do!

Then we showed again our photos drawings etc. to the old Chief and his son, Edward, who is now handling all the village affairs and presented them all with a SPIRIT OF GAIA Tee-shirt (we must have left a dozen of them on the island), which they are wearing now only on special occasions, like going to church or travelling overseas!

Next day, they all visited GAIA presenting us with a beautiful mat. Then followed some trading. As the supply ship had been delayed for a couple of months, they were very short of paraffin, sugar, tea and rice, but also liked to exchange other items. Spare flippers and masks, batteries, fish hooks and line to repair their nets were very welcome. Hanneke, Freya and Jamie joined them for a night dive for crayfish and fish, which provided our meals the following day.

The next day we looked at the canoes, many of them not being used any more. But, again, we found the same shapes as those in Auckland and one with a remarkable resemblance to some of our earlier Catamarans.

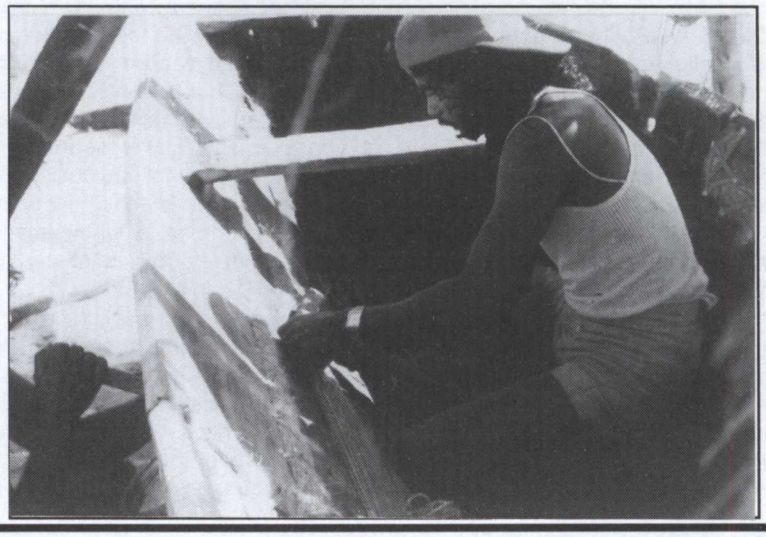
The last day, the Supply Ship arrived. The Chief had told us that he would deal with any official enquiry regarding our stay on the island, and we had no trouble.

Afterwards, the others walked to Lake Te Roto on the other side of the island. It is a shallow fresh water lake around the drowned crater centre where it is 80 metres deep. There are also the villages of the three other Chiefs who all welcomed us, especially one whose grandfather had owned the large canoe in Auckland and who had given it to the missionaries in 1916 for the New Zealand Museum, as he objected to their canoes being used any longer.

It was time to say goodbye.

NATIVE BUILDING

Patrick Orme-Lynch came across the art of canoe building on a recent trip to India.



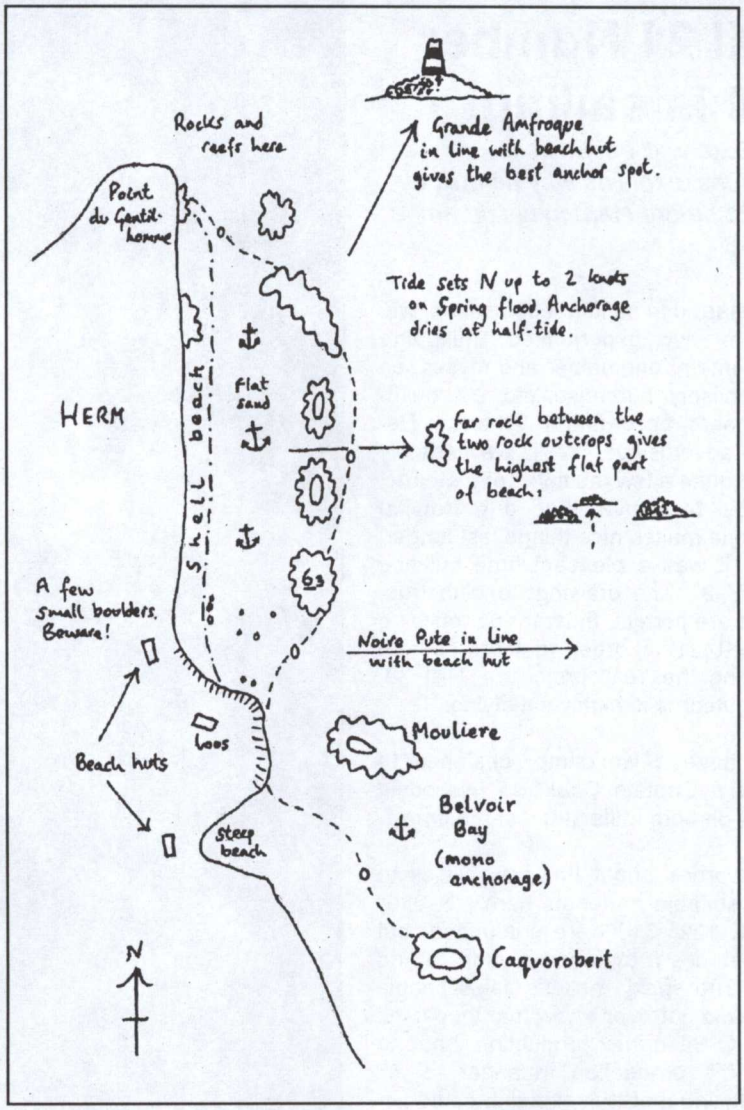
The timeless Goan canoe being completed by fishermen on The Malabar Coast.

Built up from a hollowed out tree trunk, the side planks are butt ended and lashed with twine. A coat of tar replacing the use of expensive resin sheathing or antifoul and the bough of a tree grown into a graceful curve providing the outrigger beams with a neatly styled downwards thrust.

CAT CORNER ~ CHANNEL ISLES

Shell Beach, Herm

Simon Tytherleigh reports on this ideal location for Channel Isles visitors.


Rocks and reefs here
Grande Amfroque in line with beach hut gives the best anchor spot.
Point du Gentilhomme
Tide sets N up to 2 knots on Spring flood. Anchorage dries at half-tide.
HERM
Shell beach
Flat sand
Far rock between the two rock outcrops gives the highest flat part of beach.
A few small boulders. Beware!
Noire Pute in line with beach hut
Beach huts
Loos
Mouliere
Belvoir Bay (mono anchorage)
Steep beach
Caquorobert
N

Located on the East side of Herm, well-protected in WNW to SW winds, dries for 6 hours on flat sand. Limited facilities.

After the hurly-burly of St. Peter Port, the solitude here is a tonic to the soul. Shell Beach itself is a lovely spot and perfect for cats, far superior to the Rosaire Steps anchorage. The pilot books recommend Belvoir Bay, just to the S, for monos. It is poorly protected from swell and drying out is dangerous and forbidden on the steep beach. But Shell Beach is more like the Scillies, protected by rocks, loads of room and flat sand.

Enter the anchorage either from Belvoir Bay or from the Noire Pute beacon to the East. A line from the Noire Pute to the Shell Beach hut gives clearance of a rocky outcrop that covers about 1m at HW. You can go right in on this line, then turn to starboard parallel to the beach, inside the row of rocks (tops still visible at HW springs). Drop the hook about halfway between the rocks and the beach, but not at the beach hut end, where there are a few small boulders. The best spot is indicated by the transits on the sketch chart. If nervous, wait until about 1½ hrs after low water, when all the major rocks will be showing. Don't be tempted to anchor close to the beach at high water, because it is composed of coarse shells and slopes steeply. There is plenty of room on the flat sand, and you will dry out for 6 hours each tide. The beach itself is a delight. There is plenty of opportunity to paddle. Ice-creams can be had from the hut, and the grockles all go home at 5 o'clock, and you get a good view of the monos rolling around in Belvoir Bay. I cannot recommend it more highly!

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TIKI 21 Number 700 is sailing!

Ake Eckerwall based in Iloilo, Philipines, explains why he built a TIKI 21 before starting his dream, a TIKI 38.

We started to build at end of June; we, means two experienced Philippino carpenters, one helper and myself, as supervisor, purchaser etc. 400 building hours, according to Wharram Design advertising! Well, we certainly used quite a few multiples of that time, happy to prove that our tropical lifestyle makes nice things last longer. Yes, it was a pleasant time building "TINY 3". The drawings and instructions are perfect, thus, for us, building a TIKI 21 in order to learn, before starting the 'real' project, a TIKI 38, the outcome is highly satisfying.

We have a workshop, designed to build a Captain Cook, so, we could work on both hulls at the same time.

Mv worries about the possibilities to find suitable materials here (N 010° 35' E 122° 31') were unfounded; but sometimes it took some effort to find out. The epoxy maker's sales people here did not even know that they used Cab-O-Sil in their production. I had to ask the production manager to tell marketing that they, indeed, could accept my order.

Stainless steel wire rope, wirelocks, shackles, blocks etc. are not available in the Philippines; and I could not find an Alupipe to use as mast, as suggested bv Maurice Killen. I used Roy Proctor's engine mount modification and wave deflector, thank you (Sea People no 28). The Net Making instructions (Tim Francis) in an early edition of The Sea People were used to make the net; but we have to repeat our attempt to copy Maurice Killen's seats (Sea People No 1-4 Anthology); our version was not strong enough, but nice.

I could not find a mini-press to tighten the wire swages, so we made our own tool, used in an anvil. That was not strong enough, so at first sea trials, the mast came down; no damage, nobody hurt but lesson well taken. I added good, old wire clips and that seems to be OK. Could anybody recommend a purchase source for a suitable tool? Or other solution?
Anyhow, being used to sail a 15 ton displacement monohull, those three thin wires staying the mast of TIKI 21 looks frail; but I trust the designers.....

Oct 1, was a 'cold' day to judge from Mio's clothing; probably down to + 28 degree C? The picture is taken in our workshop.

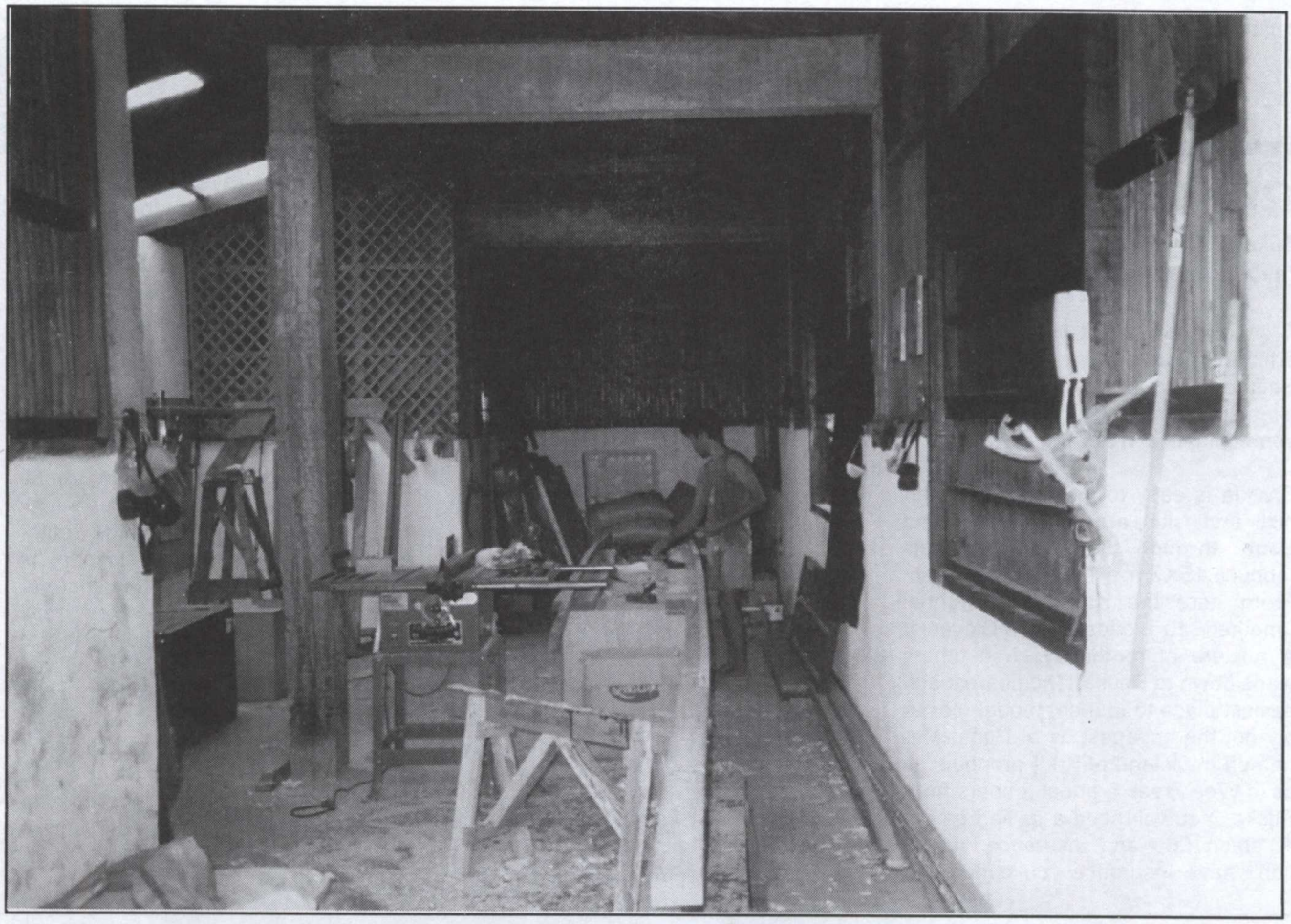
The 1996 Southwest wind season now comes to an end and we look forward to some 6 months of Northeasterly dry winds, including the NE Monsoon, that brings rather strong and steady winds in the early year. "Tiny 3" will be used for shopping trips to nearest town, that is Iloilo, and for fishing nearby.

Should any of the Sea People cruise these waters you have our position above; Phone +63-915-3005014; we will be here most of the time until our TIKI 38 is ready; then we will do more extended trips on the Zulu Sea and other gamefish areas.

My building crew have 20 kids and I will try to give them work also after my TIKI 38 is finished, so, I am planning to go out and offer our services and build for others; but that's almost a year from now I guess, but I have not seen Wharram's estimate of building time yet!?

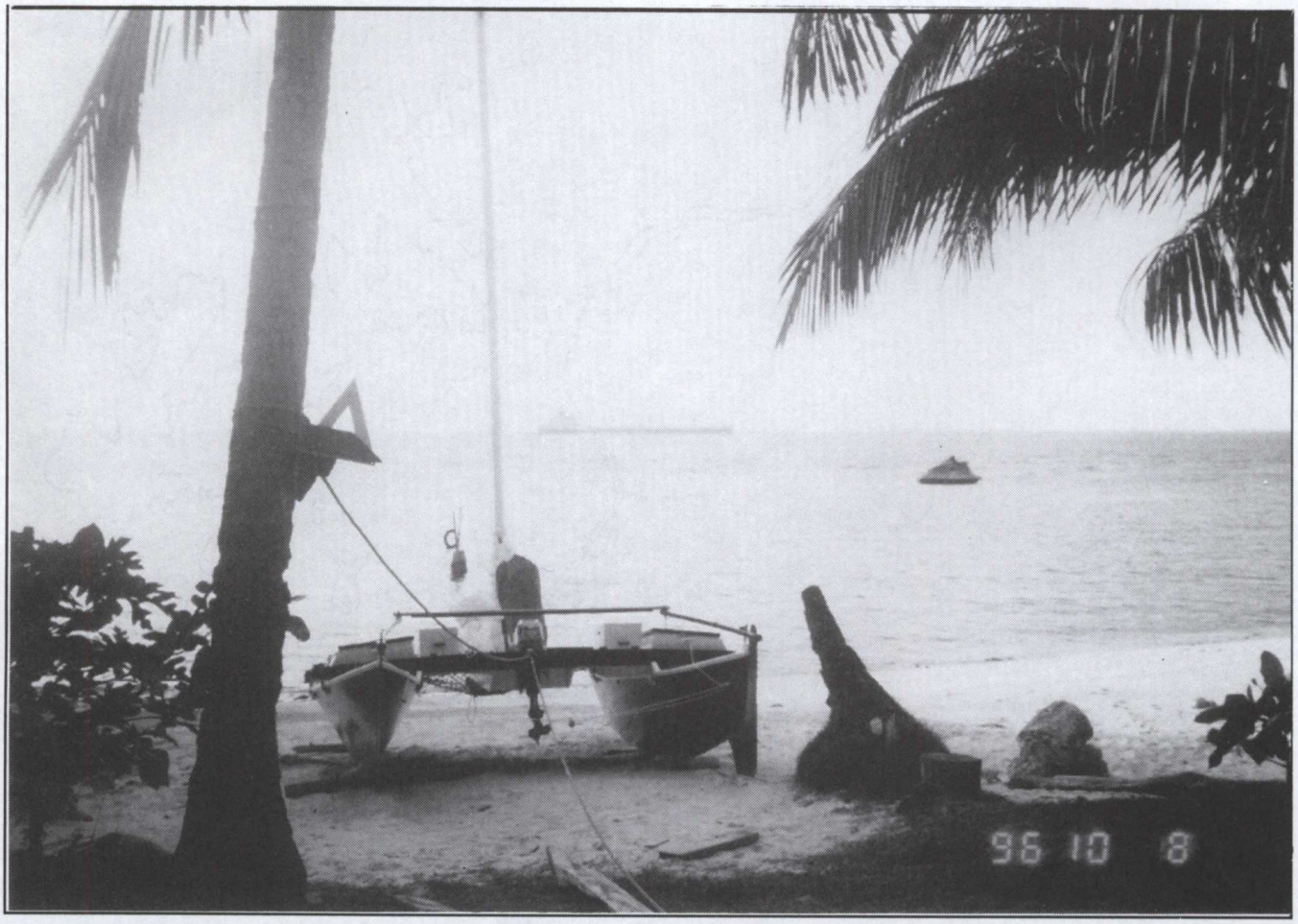
Address:

P 0 Box 99, Iloilo Central Post Office, 5000 Iloilo, Philippines



The workshop in the early part of the build.

Oct 8, TINY 3 ready to go.



CAT CORNER ~ CROATIA

Cres

Mike & Jenny Wynn reports on their favourite Croatian haunts.

Croatia is full of cat corners but this article is about a cluster of them at the Southern end of the most Northerly island, Cres, which is pronounced something like Tress.

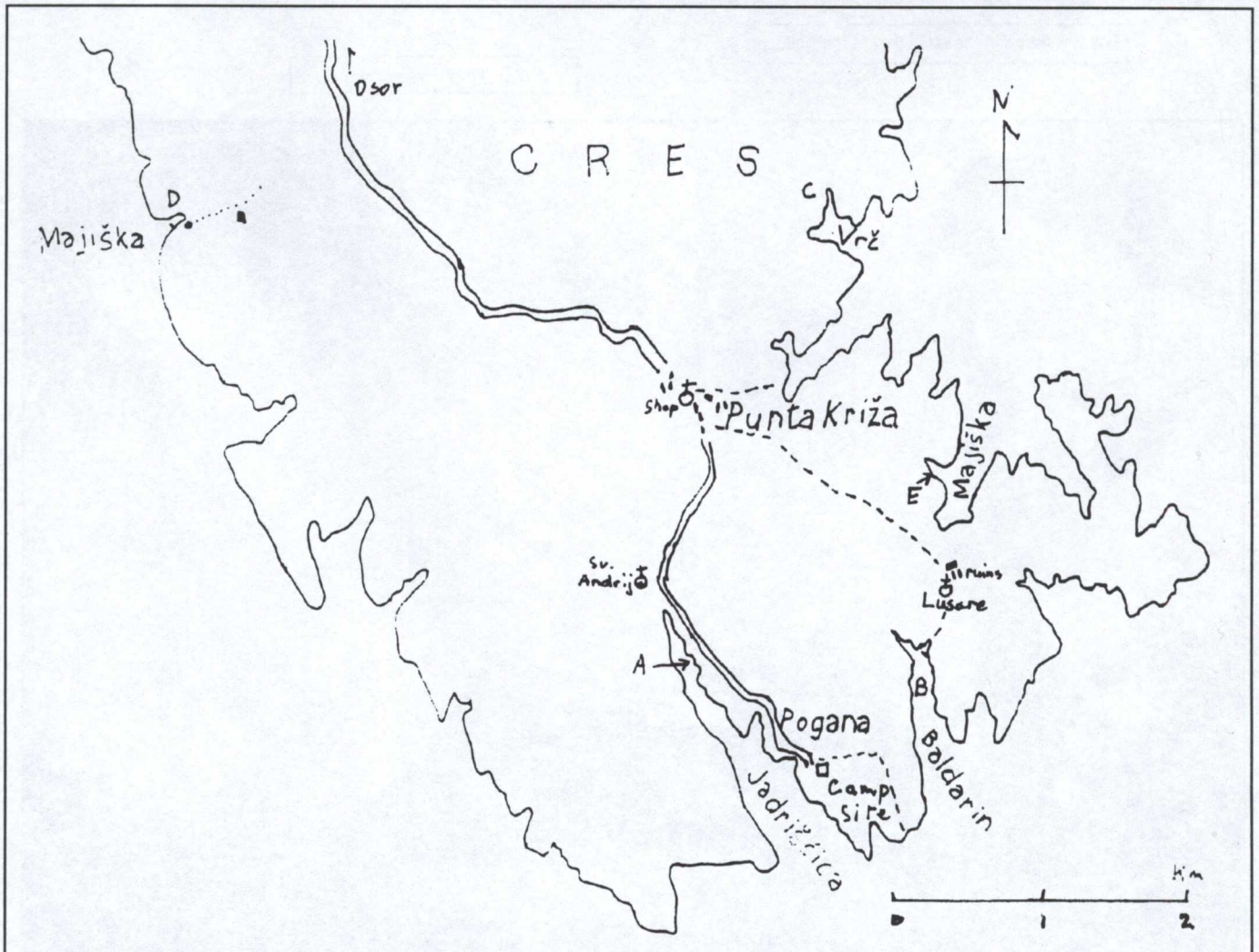
Croatia is easy to get to by car. Munich first, skirt around Salzburg and South through the Tauern tunnels (about £15 with a trailer) to Villach. From here the Karavanken tunnel (another £10) leads over to Slovenia. A mixture of motorways and others leads down to Rijeka. The nearest and easiest place to launch, though possibly not the cheapest, is at Punat Marina on the island of Krk (pronounced as in Wee Frees), about 2 hours from Rijeka. You will need a sailing permit at about £60 and insurance. If you don't have insurance you can buy it locally for about £20. It seems worth saying that you will have NO TROUBLE from whatever wars are going on in the old Yugoslavia.

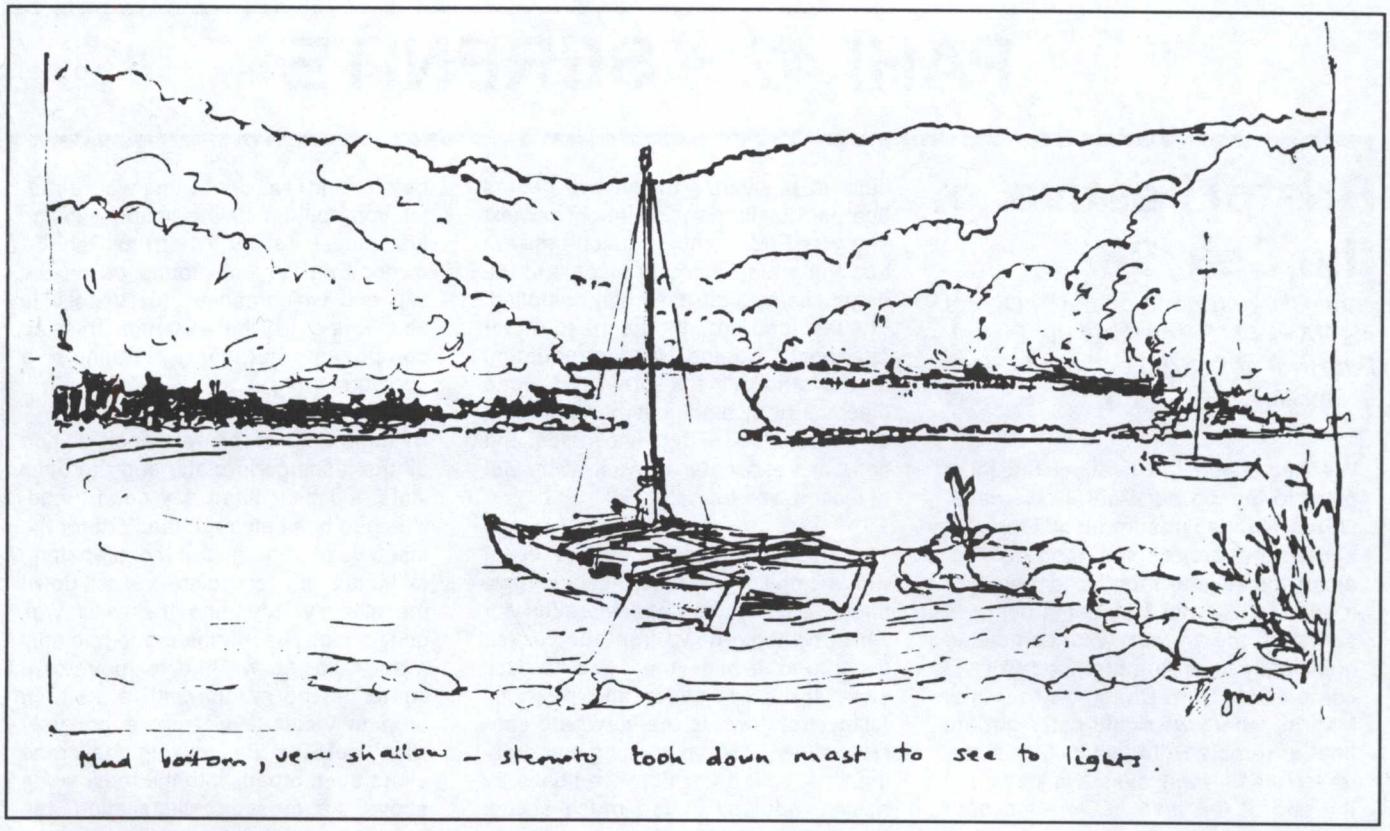
The road that comes past Punta Kriza (see the map) comes 15 km from Osor. Punta Kriza is a tiny village with a good shop and a tap if you can find it. It is lOOm south of the shop at the first fork on the left. At Pogana there is a fish restaurant with a jetty and some holiday homes. The main activity is a massive but very agreeable campsite, mainly naturist, 1 km south of Pogana. Here be restaurants, shop, showers and loos all in pristine condition and reasonably well stocked.

THE ANCHORAGES

A. Sveti Andrija or Jadriscica. This is a long inlet with the busy Pogana restaurant at the South. Cats go further N. and can find quiet spots. The road runs parallel to the shore and there are dinghy landing spots. The bottom is mud, good holding and the local pilot says it is safe in all winds. Even in a Southerly only a slight swell comes in. This is a good place for provisioning in Punta Kriza. The photo shows the sort of country to expect.

B. Uvala Baldarin. This is a very quiet anchorage. The holding is excellent and the shelter good though I have never been there in a south wind. There is a tiny walled hole to the northeast. which I would use as a funk hole if waves came in. To the southwest is the campsite which can be reached by dinghy, along the shore or if you can find it, a donkey track through the woods. To the north are more donkey tracks and wonderful walking through woods leading to the ruined house of Lusare. Cats can go in further than half boats to get peace and quiet and it is one of the few places we know where a boat can be beached for maintenance, as Jenny's drawing opposite shows.





C. Uvala Vrc. Possibly the nicest, certainly the quietest of the lot. Going west the inlet opens up to the north with a few hundred metres of water only 1m deep. Good holding in mud and very sheltered. It is so narrow that in a blow you could set 4 lines to the trees with no trouble. There is no village but Punta Kriza can be reached by sailing south and then climbing up the hill. There are good walks with lots of tracks of deer and their hunters.

D. Uvala Majiska (West), also known to us as Helmut's Havn after a German who has restored an old farm house 1 km inland. There is good shelter behind an old wall but it is fairly rocky and very shallow. It is a good overnight stop in settled weather especially if you want to get your feet on land for a little bit. There is even a shack ashore that you could sleep in. Across the water to the West is Nerezine which is a good place to stock up.

E. Uvala Majiska (West) . It is a few years since we visited this bay so my memories may be less than accurate. The anchorage is in a narrow inlet to the west of the bay. There were a lot of boats in when we went so we had to put down an anchor and then tie back to the shore. It was a quiet place even though a lot of boats were there and the shelter is excellent.

So there they are. Unfortunately for the people of Croatia the number of visitors has drastically reduced in recent years. This of course is your chance. The camp sites and towns are only one third full but the standards are as good as ever; there could not be a better time for a visit.

Jenny steering along a hazy coastline

Bristol Festival of the Sea '96

John Clarke reports on the launch of his PAHI 42 "Serenite" at the Bristol Feastival of Sea '96 and the failure of a shackle!

We had made the Festival the focal point to launch our Pahi 42 Serenite. Otherwise, as I'm sure all builders will agree, the project will tend to drift along for several months longer than it need to. By mid May construction & some of the fit out was completed sufficiently to arrange transport of the components from Chepstow to Bristol Marina, where we could carry out the final assembly. Altogether, four semi-trailer loads went over two days. By the end of the first day we had both hulls in position with the two netting beams installed and bolted. The next day was Friday and by lunch-time we had the main beams in place and the doghouse/cockpit assembly installed. The last load brought the mast, motor "sledges", rigging, accommodation ladder and all the other bits and pieces. Friday night was our first night on board, albeit with only candles. and cans of fresh water to wash with. But at least it was home!

That night we celebrated the event with a small dinner party. It could have been a different sort of celebration, for whilst climbing down from the cockpit to ground level I managed to kick away the step ladder and promptly followed it down to the very hard concrete slipway! Much bruising and grazing, only saved from broken bones by having indulged in too much scotch beforehand. No doubt this was a major contribution to the incident in the first place! Fellow Wharram Pahi 31 owner Eric Dugdale found us on the slip and welcomed us to Bristol. He also found us the essential missing component that same evening - a corkscrew.

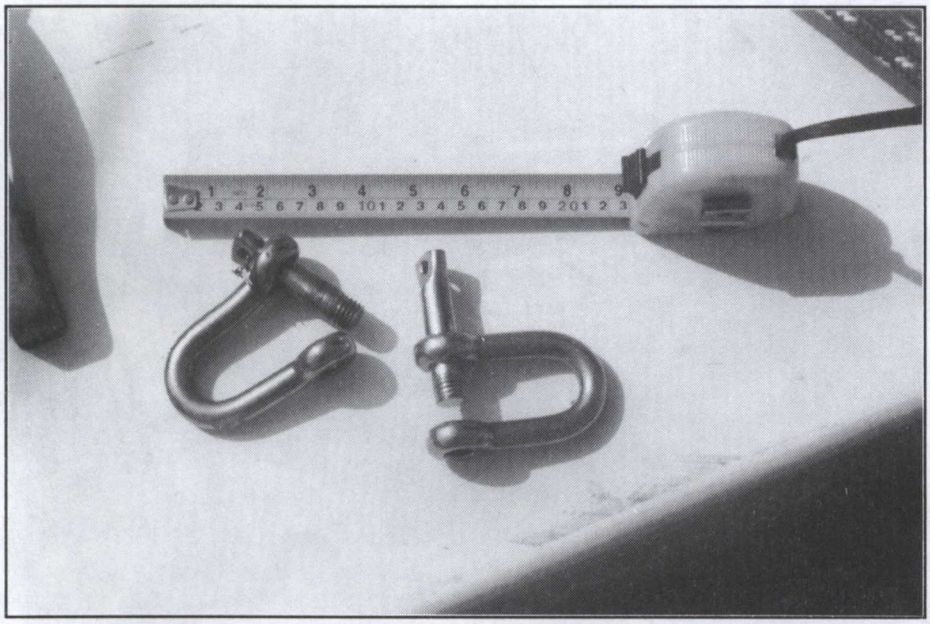
By the middle of the next week we had all the lashings in place and the deck slats and gear fitted. My good friend, who had been also our landlord for the last 5 years, brought all the gear along to launch the complete vessel down the slipway. Stepping the mast was quite a job. The marina crane had only a short jib, so we had to move to a corner of the marina with a 10-12 ft drop to water level from a not very wide footpath. By walking the crane along the footpath with the mast slung above the crosstree installation, the

Serenite on station at the Festival...looks like my type of party (Ed.)

operation went very smoothly and most professionally.

Serenite was Christened on the Saturday, and on Monday we motored a mile up the river to our position in the festival site. By this time, vessels were arriving by the score. Some big, through the lock gates, and some smaller ones by road. There was some confusion in the administration, but nevertheless we had a berth and what a location! Just astern of the great Eric Tabarly in his Pen Duick and ahead of Nuclear Electric and the centre piece of the event the replica of the Matthew Cabots ship. We were indeed in exalted company. The crowds of spectators came thick and fast. Amongst the crowds were many P.C.A. members, including Steve Turner and family and Simon Tytherleigh who was moored further upstream. By the 3rd. day both my wife and I were exhausted. Some 100 people came onboard and many more spoken to on the quayside. The entertainment in the nearby centre stage was at times, to me, horrendous. But all in all well worth the admission charges alone. The 600 vessels on display were fabulous and the public response, notwithstanding at times, the atrocious weather, was well above expectations and it is to be hoped that Bristol will benefit from the event and we shall see another event like it in 4 years time. The following weeks were spent in completing the fitting out, water, lighting, instruments etc. Slowly departure looked nearer. In fact we set off on Friday 5th July clearing Bristol docks by 9-30 pm and leaving Avonmouth by 11-30 pm, bound for Falmouth. Now I must confess, in retrospect, that it was not very clever to set out on a maiden voyage at that time of the day. But the wind forecast was NNW force 3-4. Actual wind nearer force 2/3 and more westerly than NNW. However our wing mast and Technique sails performed very well-9knots routine speed with a well laden hull - about 5 ½ tons displacement, including the 4 persons aboard.

By the tide turn, we were well down the N Devon coast and then of course Murphy's law sets in and the wind goes westerly and picks up to force 4-5. Our two crew, Hilton and Carol, had to be back at work on Monday so there was no room for a long passage tacking to windward. This being so, we headed for Milford Haven as a good alternative to Falmouth. Still on the wind however, but we should make our time. By now the wind was up to an indicated 30knots at the masthead and we were well reefed. Still making 10 -11 knots through the water by Saturday afternoon, we were all very tired. We had not slept much off watch so a universal decision was made to bear away and head for Swansea. On coming off the wind after some 18 hours beating, the joy was short lived! The boom started hitting the dog house roof and the wing mast was at a very strange angle. Hilton went to the mast heel and saw that the forestay shackle at the masthead had failed and we were sailing with only the genoa halyard holding the mast upright and slowly slippng through the Spinlock under the excessive load. Whilst I, regrettably, dithered Hilton grabbed the unused spinnaker halyard and ran up to the forward netting beam and secured the free end. Just in time, for I think the mast would have reached the point of no return in another 5 seconds. We managed to limp into Swansea under a jury rigged forestay. On Sunday morning Hilton went up to the masthead and made a temporary repair. Two weeks later we replaced the broken shackle and that part of the incident was closed. However, you may be interested in the subsequent investigation. The sketch shows the masthead arrangement. The photo shows the failed shackle on the left and the replacement on the right. But be warned, the replacement shackle failed before it went to the masthead!. Whilst standing on deck doing up the pin by hand, it jammed some 3-4 turns in and couldn't be moved either way. Eventually we put it in a vice and used an adjustable spanner to undo it and found the last 3 threads destroyed. The suppliers reckon the failure of the "new" shackle was due to lack of any lubrication. As regard the original failure, that was sent to Southampton University for examination. At the time of writing I only have the verbal report from the supplier who sent the shackle, and they say that the evidence points to the shackle coming undone. Now a word of caution- the shackles at the masthead were done up with a 10 inch adjustable spanner. Also they were all seized with monel wire before being inspected by a friend as well as the two experienced yard hands, before stepping the mast. Remember, this is a l6mm dia. pin we are talking about. The nominal breaking load of the forestay is 7.4 tons, that of the shackle is 10 tons So as the forestay is intact, the maximum load was well inside the limit of the shackle. The only explanation that I can think of is that the shackle worked itself loose and pulled out the pin from the body. As the seizing wire was still intact when the shackle was replaced, I am at a loss for any other explanation .



Failed forestay shackle

TIKI 38 ~ BUILD

New Zealand

John Schwartfeger reports on his TIKI 38 build (first seen in mag 29). James and Hanneke were there to see the progress.

The starboard hull before modifications to the cabin tops referred to in the text.

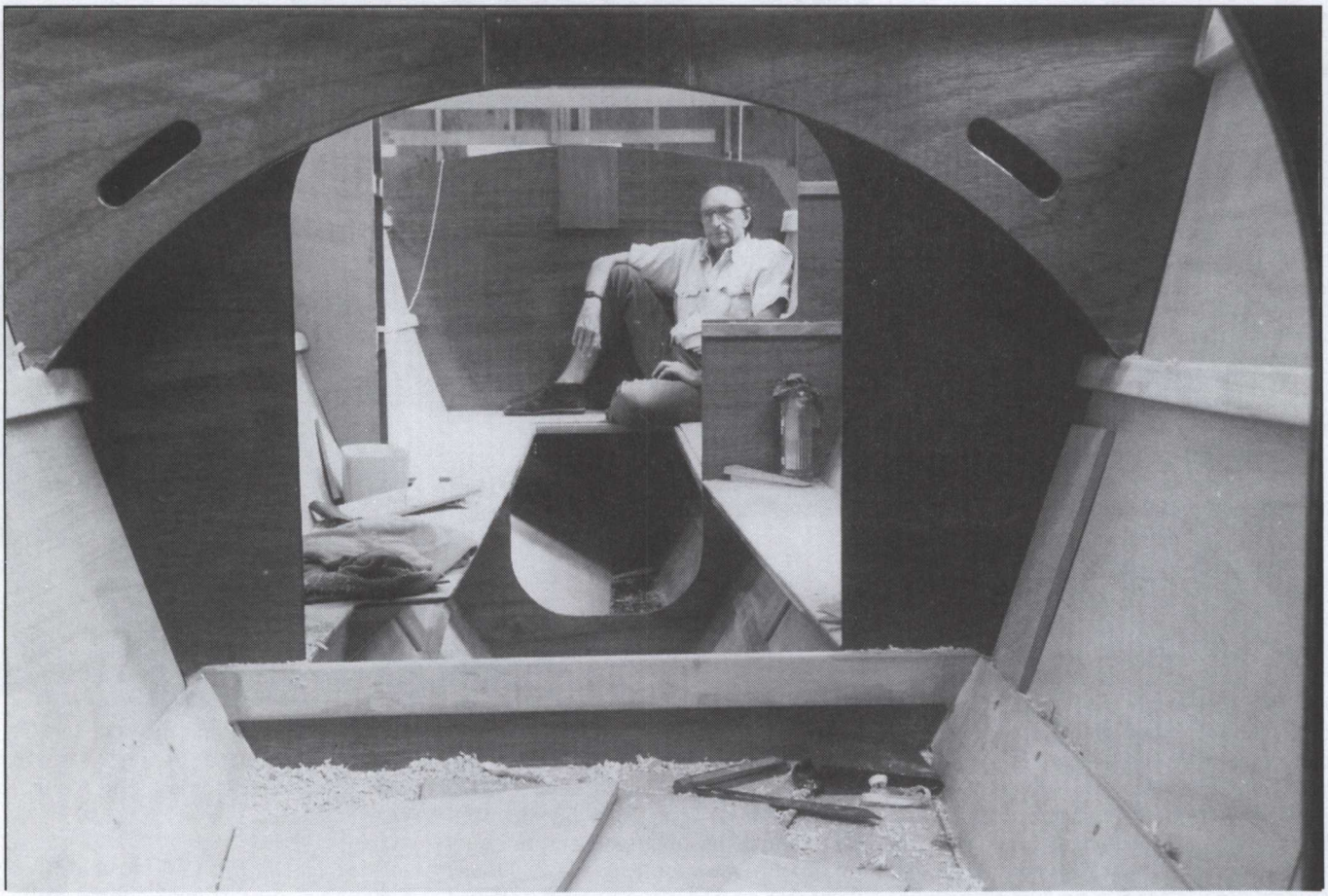
I have extended the cabin roofs partly because I was trying to achieve a similar line to the TIKI 36 which I had seen in a magazine but more pertinantly because I have a neck injury which stooping makes very painful. I decided for my situation standing headroom was more important than artistic looks and the extended cabin roof line gives full standing head height in both the single bunk/heads area depennding on which hull you are in. Along with this there is also full head height through the saloon as well. In making the alterations, I must give credit to Hanneke, as I think her design of the TIKI 38 is exceptionally well thought out and looks very slim and sleek. However, a designer cannot design something that will suit every person due to everyone having their own little idiosyncrosies. Let me stress though the TIKI 38 design Hanneke has done will probably suit most people and incorporates many years of experience both in designing and practical sailing, however my personal situation calls for changes.

As far as the deck pod is concerned Hanneke and I have had some discussions on this and once again my requirements may necessitate a few changes in this area. Hanneke has designed a pod for the TIKI 38 , which until the hulls are joined up and a dummy pod to her design is sitting in place I can't really say how much if any changes I will make. One of the most common changes that people out here seem to do, is to put on a deck pod (dog house) of some description as our weather is very changeable and not like the warm tropics that these designs appear to be based around. (NZ and UK are very similar, only here we are now having sub zero temperatures! - Ed.) My only experience of catamaran sailing is on a bridge deck style which will make me biased to a pod of some sorts.

I hope that these comments are of help. If anyone would like to contact me, email provides the fastest method in view of the time and distance. My email address is timestwo@xtra.co.nz

TIKI 38 built by John Schwartfeger

Hull turning, using webbing strops to slide the hull over, fore and aft. *(Other methods have been shown in past issues..any more ?? Ed.)*



The view looking forward. James Wharram looks at home in the forward cabin.

Cruising from UK to South Africa.

Volker Ruge tells the story. Part 1

Hello to the Sea-People in Millbrook!

All in all, everything is fine. I have really started living. It's the greatest thing I've ever done in my life and it's still going on. To make it short, it's a bloody good feeling to be free!

In the beginning it went another way than planned but I wasn't surprised. I always jump head first into the cold water. But with a Wharram or even better say the Wharram Scott found for me, I don't worry at all!

Before I start writing the report, I have to thank all of you down in Southdown for your support and help you gave to me. And finally some things addressed:

To Steve.

* Yes! The handbrake rubber from the rudder connection broke. Left the Port aft compartment flooded.
* Yes! A hydraulic pipe in the steering system broke.
* Yes! The engine is too heavy. It's sold now!
* Yes! Epoxy is the greatest stuff ever been invented. Fixed the hydraulic pipe with it!

To Scott.

* Yes! The auto-pilot broke down.
* Yes! The two GPS broke at the same time. A sextant is a must!

To Martin (Grout)

* Yes! She tells when it's time to reef.
* Yes! An Anemometer only scares you, but a barometer is good to have. It tells you when it's over.
* Yes! La Coruna is a nice town and the red wine cheap.

Now let me start with the report.

Plymouth to Durban - Non-stop - Part 1

When I left Millbrook I was a bit excited not to say spaced out. First time, single handed, first time on my own boat, first time on a big cat and the first time sailing on a Wharram! But luckily not to Durban but Falmouth. Half the way to Helford River, I went motor sailing and the trouble started. One diesel pipe broke and the alternator came loose, left the fan belt in strings. So I spend a couple of days in Helford fixing the engine and balancing the boat. The port-side was heavily overloaded.

On the 25th of September, I went to Falmouth to finish the last things, getting mentally ready and final check out. Checking out in Falmouth is the best one can do. The Customs didn't even bother to come down the Yacht Haven to have a look. I left to the great adventure on the 27th September at 12.55pm. Wind was force 5 NW. I decided to pass the traffic zones straight away. So I was clear off when the first night came. I've never realised before that a night can be so long. Next day, the wind died during the afternoon and the second night I went drifting. At 0700pm I went to bed and woke up at 0700am. I didn't sleep too good. It was like a permanent nightmare. In the morning what a great sunrise. So red! Lovely! And at 0200pm I had all sails down and the drags out. It was a good force 7 and I was heading for the Scillies Isles. I was pumped up with adrenaline and scared to death!

The next days I had wind from W to SW than S and back force between 1 and 4. Slowly I came closer into the Biscay where the next weather depression was waiting for me. On the 3rd October, 0145, the forecast was 7-8 SW. I really had some fun in the first week!

In the night from the 4th to the 5th of October, I went drifting again. In the morning, I discovered that I had a leak

in the aft section port-side. It was half flooded because of the rubber which seals the hull where the steering connection was broken. After that and the heavy weather the last days I was really depressed and I was considering coming back and tell Scott to take Iga Khalee and sell her! Then I listened to BBC and they said something like gales all over except in the SW of the Biscay and the decision was made easy. Let's go to La Coruna and have a break. One week later after two sleepless nights and being chased by Spanish fisherman twice, I had an eight hours trip through dense fog approaching La Coruna with no map!

12/10/96 0445 I was moored at Real Club Nautica La Coruna, had a couple of Guinness and slept 14 hours.
I spent 4 weeks in La Coruna having some fun with three Danish guys who were stuck there on their 15m ferrocement boat. They had been in a fierce storm and the boat was in such bad condition that I doubt if they went before Spring 1996, heading for Brazil.
After stocking up on food and water, I left La Coruna for my second attempt to go straight to Durban. For the first two days I was heading West but the wind was very light and I made only 120 nautical miles. Of course it was going to change - on day five the wind picked up again from the North and in the night reached force seven, which wasn't too bad, all sails down and running off, with a day run of 100 n.m. Next night it went down to force six, just to come back again in the afternoon reaching eight to nine and lasting another day! The wind direction had changed and I was going SE.
Either there were two depressions one after another, or a giant one because the bad weather lasted until the 15th of November, finally saying good-bye with a 7-8 which died to nothing in the night.
After ten days of heavy weather and just 550 n.m. made good I was 360 miles off Gibraltar, in the middle of the traffic zones. The next day I tried the Genoa which lasted about two hours- in a force 2-3 the eye at the head ripped out and the halyard was left at the mast head! Nothing else to decide than to go to Las Palmas in the Canary Islands, (Again without a chart!) I knew that Las Palmas was not a difficult land fall.
Naturally for the remaining 470 n.m. I had light winds, sometimes from the South but the weather was warm and sunny and finally on the 25th of November I dropped anchor in Las Palmas where I was to spend the next two months doing repairs, restocking the boat and waiting for the wind to change.

To be continued in mag. 32

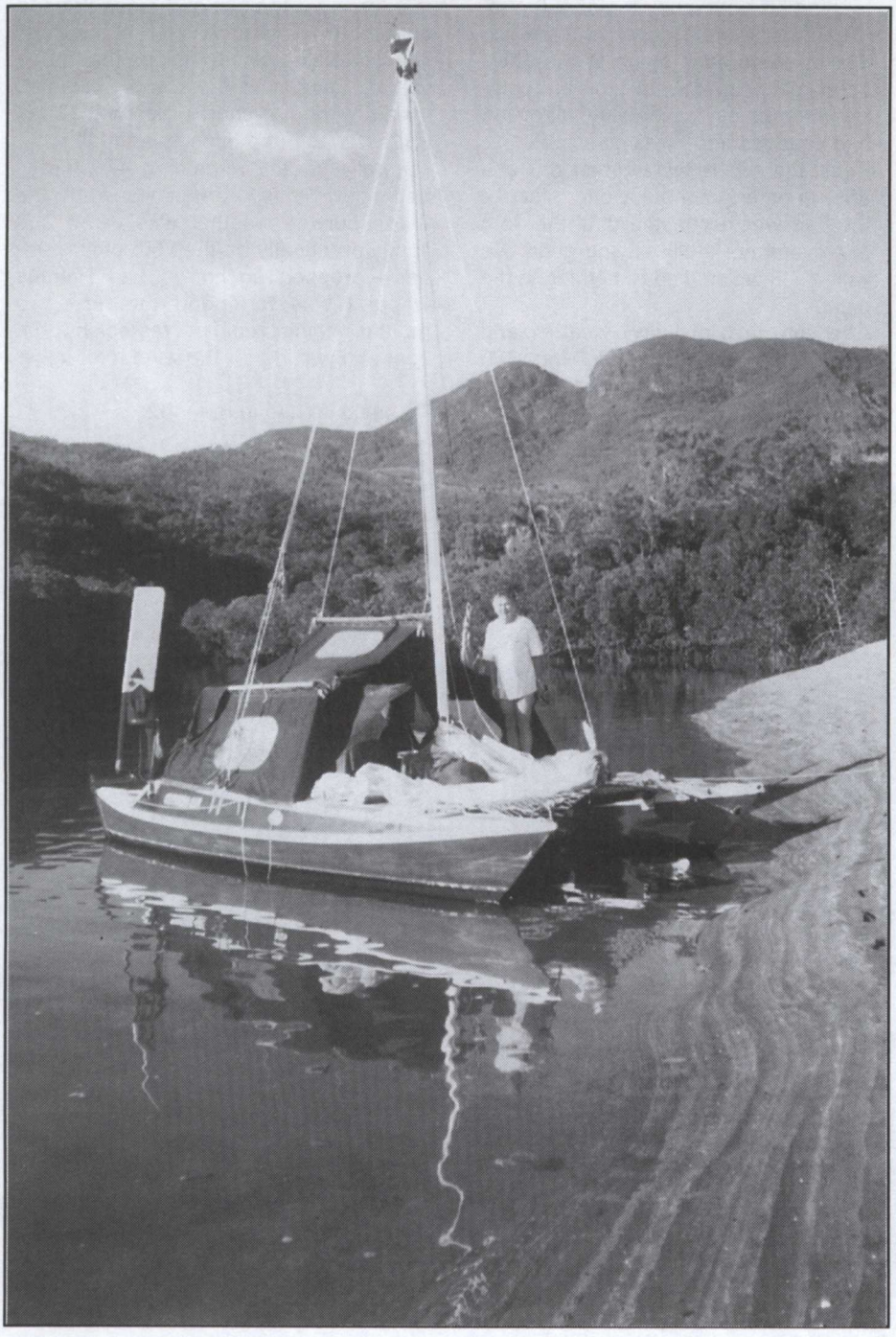
TIKI 21 ~ COOKING FAT

"Cookie" is off again!

Rory McDougall continues his exploits in his modified TIKI 21. Rory has already sailed from UK to New Zealand in "Cookie". His mileage mounts up with more adventures to Australia and beyond. The last report from Rory was in Sea People 24, August 1994.

Greetings from Bali and to let you know that the odyssey aboard Cookie continues. Three and a half years of shore life, the working world, relationships, paying the bills etc. in beautiful New Zealand were enough and I finally heard the cries of Cookie to be set free from her mooring. Living aboard again for a year before leaving New Zealand, I put some time and energy towards Cookie in the name of personal comfort. A water catching harbour tent, solar panel, stereo, VHF, electric lights inside and a clean burning gas cooker has turned me into a big softy!

After 5 years, the only maintenance required was to sheath and paint rudder blades, paint deck hatches, improve the hatch dodgers and replace the PVC trampoline with a mesh material that drains water, giving a slightly drier time for your bum. I bought a trysail storm jib and a 2nd hand drifter genoa that measures 16 feet along the foot. It sheets way past the aft beam and pulls Cookie like a team of horses. It is a nice feeling not just having 2 sails to rely on now.

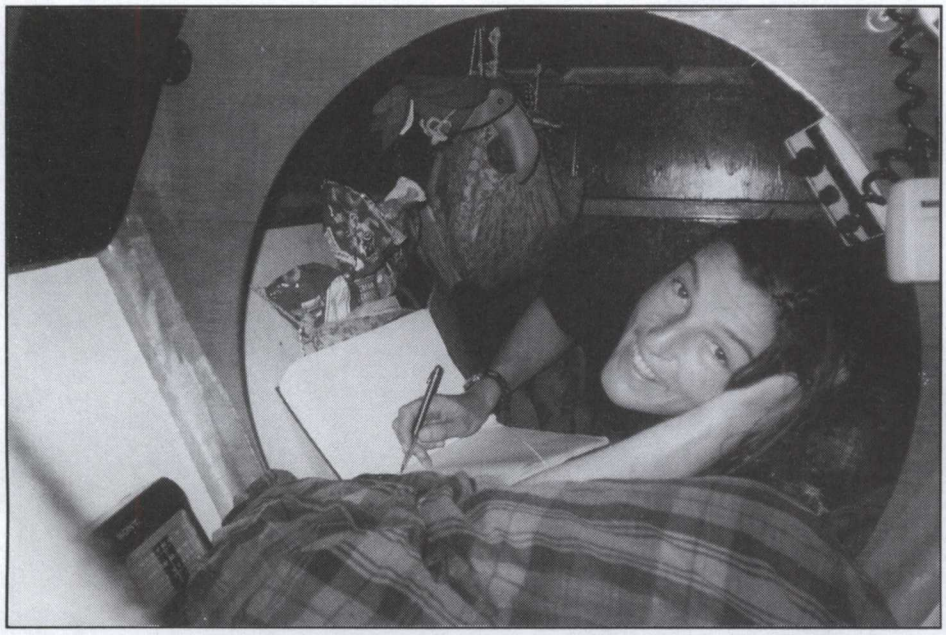


New Zealand disappeared behind the sterns mid May this year after spending a month being a live exhibit at the Auckland Maritime Museum. A psychiatrist lady friend, Chris, joined Cookie for the Tasman, crossing to Gladstone, which proved eventful with a variety of weather. We spent a night taming the home made conical drogue, a night on the new sea anchor and a night hove to. All very fascinating with a claustrophobic psychiatrist aboard!

Australia treated us very well. The Queensland coast giving hundreds of miles of secluded reef and islands, bathed in hot tropical sun and steady breezes during the dry season. I spent a very valuable 3 months in Tainsville visiting my long lost Aussie relatives and a months boatbuilding to keep the cruising fund from dwindling.

Cookie sailed out of Darwin harbour mid October with a new crew aboard - Toto, an Italian guy I met first in New Zealand who has many an interesting tale after twenty years of backpacking around the world. I have made the decision to sail with crew through the busy shipping routes of the Malacca Straits and the Red Sea to have an extra set of eyes to keeping our distance from the bloody big ships.

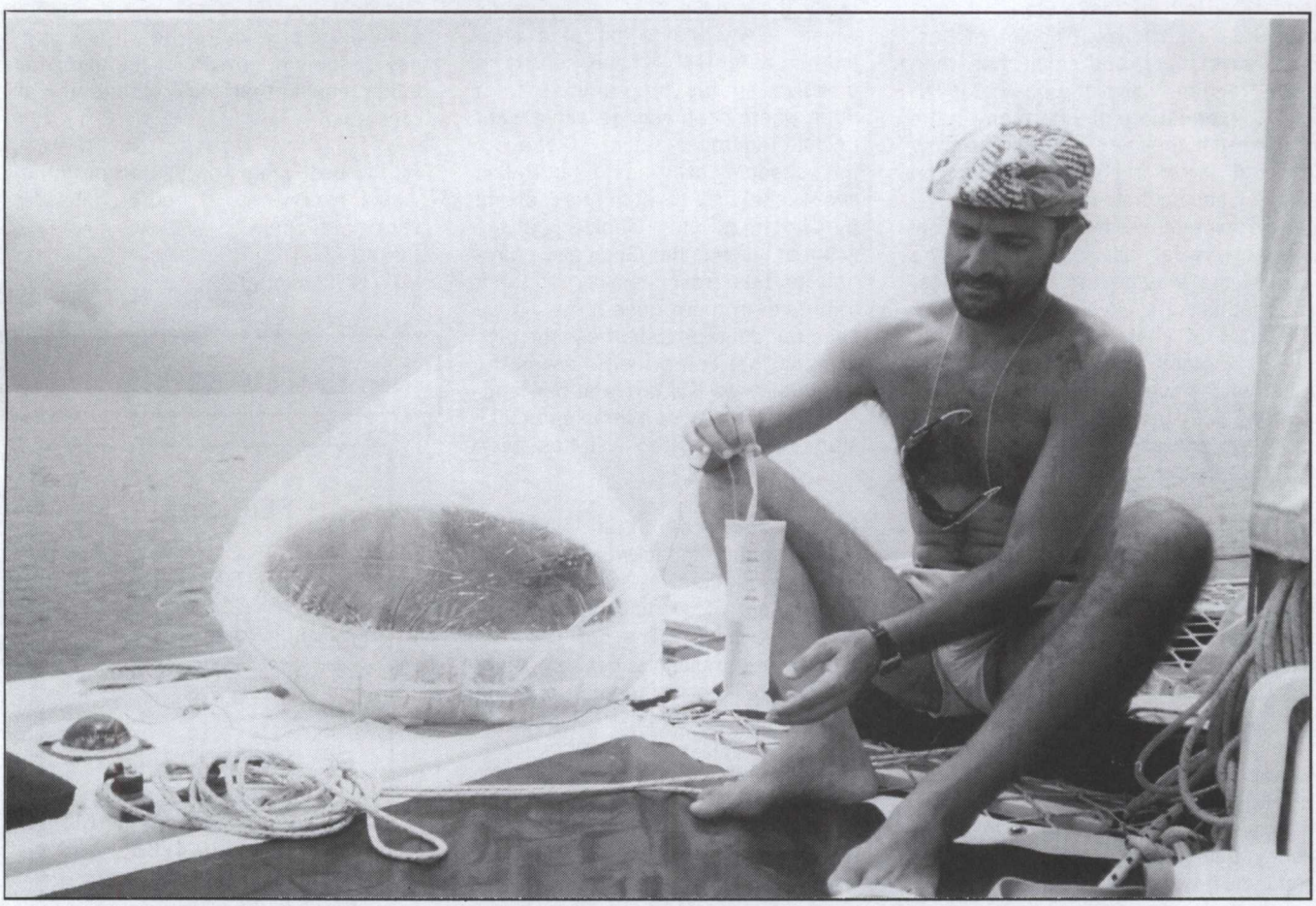
Cruising Indonesia for the last three weeks from Timor to Bali, we have entered a world of towering volcanoes with fertile rice, banana and coconut covered slopes. Fishing villages remote enough so that time appears to have stood still. Everywhere along the coasts are double outrigger canoes of all shapes and sizes, some powered by sail, paddle and some motor. Cookie and her crew relate well to the people they meet because we arrive on their doorstep in a very basic craft with simple ways, not too many worlds apart from the fishing communities. It is a privilege to be a guest of the villages where few white travellers are ever seen. Speaking some Indonesian really helps to bridge the worlds too.



Bali, in contrast, seems loud, touristy and commercial, but there is such a wealth of colourful culture up on the hills that we will spend a few days off Cookie to explore. We have met with Colin Flynn here, who is building a very fine stretched Tananui and so the worldwide network of the Wharram clan continues.

Now a few words about the ways of Cookie. Cookie's spirit and energy affects all around her wherever she goes. I and all the crew that have sailed aboard are eased through a transformation, by voyaging a little closer to our Polynesian seafarers than most. The Tiki 21 embodies the purity of sailing itself with a lifestyle aboard that puts you in touch with the heart of the elements. Let's face it - the ancient Polynesians would regard Cookie as a luxury craft, so of course all our human needs for comfort are all relative to what we are familiar with. The human body can endure any extremes when the mind and spirit inside that body have passion, determination and the understanding of the real reasons why many of us go voyaging on the sea. I must say here how much I admire James to have kept focus and purity to his principles over the years. In my humble experience, as a voyager, I truly believe the Wharram philosophy and principles create these double hulled canoes that are PURELY AND SIMPLY designed to venture out onto the mighty, majestic seas. They are designed to be in HARMONY with the waves and the powers therein and it is, in my humble opinion, the responsibility of the owners, navigators to ADAPT their personal ways to the way of the Wharram double canoe at sea.

Again in humility (as I have made changes to my Tiki 21) I see a world of modern sailing whereby most yachts of all forms that go to sea are becoming primarily concerned with HUMAN COMFORT? Boats with high freeboard, huge cabin tops, totally enclosed wheelhouses, all the electronics and toys a kid could ever want. I cannot help but feel we are losing touch totally with the essence of all elements. I personally would feel scared sitting in a cockpit where I could not feel wind,



Producing drinking water with a solar still, allowed "Cookie" to make long voyages.

"Cookie" has protection for the hatches (background) but at times this is not enough!

rain or spray on my face. Likewise, about pushing buttons on electronic gadgets. Both of these would detract from the best senses a navigator has. Eyes, ears, touch and smell that when put all together, give the navigator INTUITION and more of a harmony in the environment they are in. People may say "But the world we live in or the world of sailing has changes". In my humble experience, this is quite simply untrue. As far as sailing goes, the oceans, the waves, the wind, clouds, sun, moon, stars, etc are the same as thousands of years ago! No, it is of course, humans that have changes, it is us who have lost the alliance or harmony with the natural world that is around us and as I said, I take my hat off to James, Hanneka and Ruth for having the foresight and courage in the face of a changing world to hold true their experience and principles of the sea.

Many might feel my outlook must have been swayed by rough, violent handling of the elements. Sure, I've had gales with Cookie and have experienced doubt, fear, trepidation and awe. I have broke down and cried wondering if we will survive sometimes. However, just as tough, if not more, are the calms. You have the responsibility of your own destiny being in the lap of the Gods when you voyage without a motor. I have been cut down to size many a time by calms, such a powerful force when you are at its mercy. In Indonesia, lately there have been many calms which slowly (I'm a bit of a slow learner at times!) have served to dissolve all my programmes to a point where I can voyage with a clear uncluttered mind again. Gone are the schedules of "I must be in Bali in two weeks" or "I must get to Thailand by Christmas" etc. Cookie is at the whim of the weather Gods and I have had to take responsibility and put total faith in them once more. If we keep our courage to harness the gifts of mind that come then there is the eventuality we will arrive at our landfall. The journey of a thousand miles starts with one step - it has been said.

In one such calm that lasted 36 hours, we drifted backwards 10 miles and found ourselves caught in the melting pot of swirling currents between two tides. The power of the two waters colliding was amazing, setting up little whirlpools, spinning Cookie this way and that. All around us were seaweed, bamboo, coconuts, rubbish and feeding birds. The message I read was that of being put in our place as being just another piece of flotsam on the sea and if the weather dictates, then this is all we are for that moment.

Right! Enough rantings and ravings. Suffice to say you can see that the Cookie Odyssey is not just a journey around the physical world, It is a journey of spiritual growth for me and what better teacher than the Mother of the all - the sea.

All the best wishes to Wharram enthusiasts everywhere, whether afloat or sticky with epoxy.

Ed. Part 2 in mag 32

Ditty Bag

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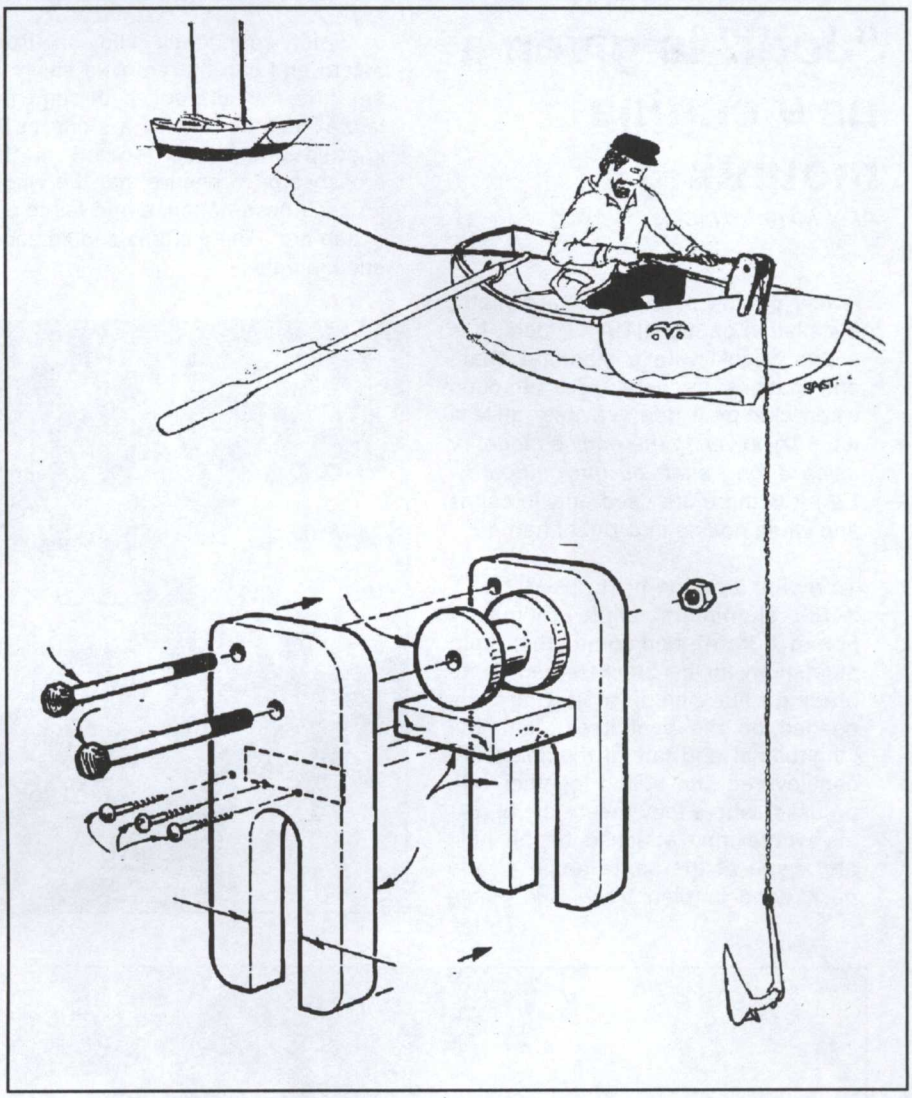
TIPS HINTS & GADGETS

Anchor Roller - an aid to kedging

Steve Turner adds detail to an idea seen in an American magazine.



The diagram below shows the overall concept of the stern hung anchor roller. An ideal way of enabling your kedge anchor to be deployed and set without taking gouges out of your tender due to the chain paying out.

The cheeks and bracing of the roller assembly are made out of ply. The thicker, the better. The roller itself can be made out of anything to hand. Rubber, plastic or wood are all acceptable. Ensure that all screws and bolts are stainless steel.

The slot to seat the assembly is tailored to your stern dimensions.

(A final thought....another roller assembly can also be used on the bow, with suitable modification to the slot arrangement, to ensure the bow area is also unscathed. Adrian)

Editorial

Adrians bit. First of all, I would like to end the suspense over the missing words in the last edition.
Would you please add the following: - Page 10 photograph - please swap with bottom photo on page 11. Keep the captions on the respective pages.
- UK Summer Meeting, pages 12 and 13: page 12, top picture - add "summer meets." to caption.
- Page 13 top left photo - add "the light of day." to the caption.
- Page 13 top right photo - add " builders with epoxy techniques."
- Page 15, TIKI 26 modifications, deck cabin was written by Eb Ballantyne, Stansbury, Australia.
- Finally Joke Snel was "cut short". The missing words were " dinner floated away".
Apologies to one and all. "Many a slip twixt cup & lip".

I am still in constant need of material. The reserve pool is now very low and I would like articles that have good photos, and or diagrams together with some text to explain them. Please don't be bashful....anything on building, sailing, cruising.

The new section "TIPS HINTS & GADGETS" needs your input.

For instance any ideas for keeping the beloved seagull from leaving copious deposits on the deck...how are they stopped from using a Wharram as a landing strip?

Keep the articles flowing.

AND...A happy New Year from Steve, Scott and myself. Fair winds !!!!

ADRIAN

HITIA 17 ~ MODIFICATIONS

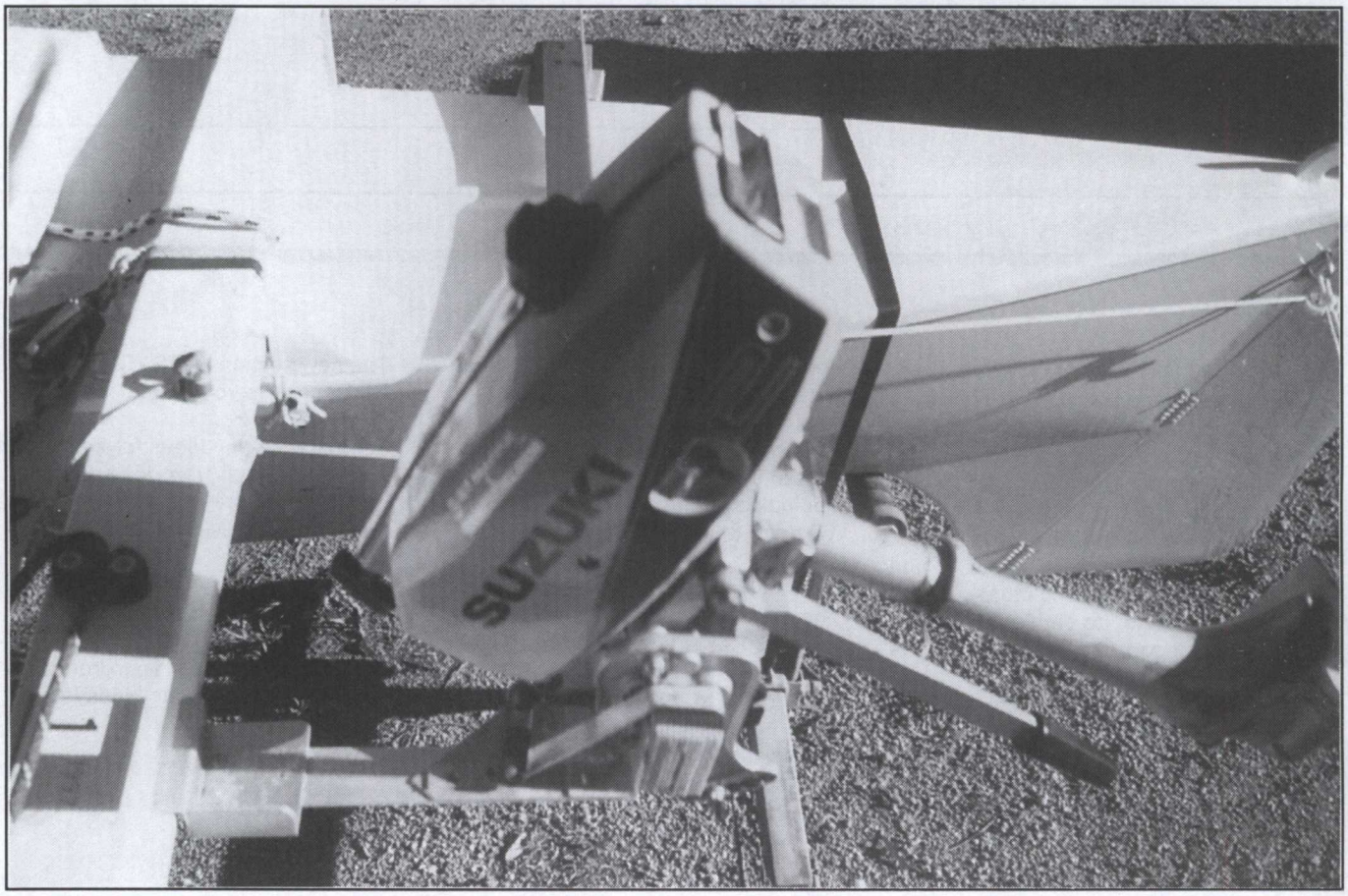
"Jodi" is given a new engine mounting

Alex Milne explains.

A few photos of the outboard motor installation on my HITIA 17 "Jodi" It is a 2hp Suzuki with a standard shaft, and pushes us very well, although when choppy it does cavitate quite a lot. *(Try lowering the engine mount or using a long shaft on the outboard - Ed.)* It is therefore used only in calms and when poking in & out of harbour.

To mount it on the boat I used 2" x 2" X1/8" aluminium angle (50mm x 50mm x 3mm), and some other 3mm aluminium for he brackets and some bracing. No actual modifying was needed on the boat itself. Both the longitudinal and lateral members are cantilevered and bolted together with a gusset where they meet. The brackets where they attached to the hull, are made at the same angle as the deck edge in plan view. The whole assembly can then slid on from astern and can be removed easily at any time. A hole drilled through the lateral member allows a string to be knotted and taken forward to the crossbeam, to ensure that the whole lot can't become loose and fall to the ocean bed. The pictures should show enough detail.

The main point to watch is that when the motor is in the up position, it fouls with the mainsheet traveller. This happens when the traveller is pulled right across. This is only a small thing as it only happens for a small part of my sailing time.



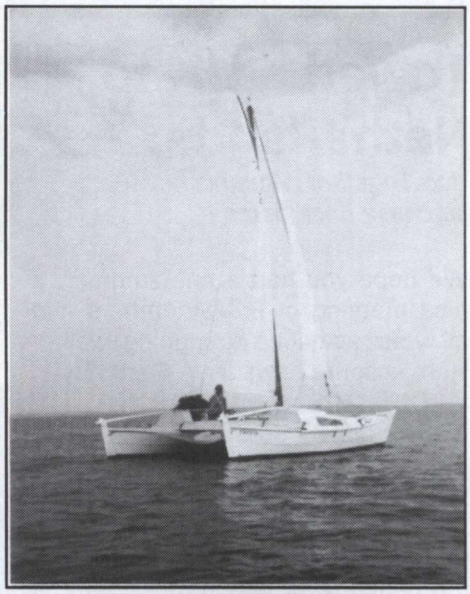
Hatch Cover Modifications

explained by Rupert Smith

The hatch as designed, while admirably practical in many characteristics, is not water tight when a sea washes up the hull with any force. This is an occurrence that must be anticipated when going to windward in winds at F4 or above. The water is forced under the hatch lid which lifts, because it is light and its fittings allow it to move, and then runs over the coaming into the hull.

My first measure was to fit a seal between lid and coaming. I found the tubular neoprene door seal from a crashed Citroen BX saloon, with its embedded metal strip removed, met the requirement. Strips of wood (5/8" x 1/4") were expoxied on to the inside of the hatch top against the sides and the old door seals were glued to the wood. The forward side of the hatch was treated differently because of the large gap between it and the coaming. A wood strip (5/8" x 1/2") was expoxied on to the inside of the forward side of the cover and the seal then attached as before. Freyia has sailed with this modification for two seasons and, provided the hatches were shut and held in place, they were watertight. With sliding the hatch back and forth I find the seal has a tendency to lift and tear. I have found recently a plastic strip of triangular section used by the "plastic framed double-glazed window trade" to hold the glass in the frames, which I intend to fit instead of the old car door seal this winter; it should be more durable and appears to be suitable to be glued and screwed into place.

In bad weather I was still on the outside. So my next modification was to fit a hood over the hatch on one hull (Port), which allowed me to sail the boat from inside a hull. It let the least rain into the hull when the hatch was open, and reduced the force of water driving up the cabin top. The hood has an external frame which is held in place by the tension in the fabric when it is attached to the lacing eyes on the cabin top. The frame has an aluminium rod running beneath the horizontal member to support the hood. Six lacing eyes are fixed to the cabin top one at each corner of the hood and one just aft of each of the two sleeves that hold the vertical member of the frame.This maintains tension when a side is rolled away. In this way manufacture of the hood is simple; no fittings are required to secure the frame, it is easily removed or lowered, and it can be used as a support when climbing in and out of the hatch. The hood itself extends forward of the hatch coaming by the length of the folded hatch lid. The aft part of the hood can have its sides and top rolled up or extended in any combination to suit the circumstances; the edges are velcroed together and the corners secured to the aft lacing eyes. The picture shows the hood with the sides and top rolled up and secured. The centre inboard lacing eye can be seen on the forward side of the companion way and just aft of the frames vertical member.



Freyia under sail

The hood worked well on a two week cruise this year. In use it was found best to fold the hatch lid forward and to draw the folded hatch firmly up onto its seals. This gave an added bonus of a most convenient tray under the hood. A bungee from the frame to the outer aft lacing eye tensioned the arrangement when the sides were rolled up. It was possible to sail the boat from the shelter of the hull and keep the inside of the hull dry beating in a F5-6. Visibility on either tack was adequate and provided the jib sheets were knotted together it was possible to use the port sheet winch on both tacks. Inevitably, when it was raining, water entered through the open hatch. This could be reduced to a minimum once in the hull, by opening only a side flap. At anchor, the design allows the hood to be dropped easily when the deck tent is erected. I have found that when single handed, the usual condition, the hood gives sufficient protection and head room so that the tent is only required in the worst weather.

Port main-hatch hood

Towed ~ UK to Netherlands!

Udo Tegethof takes his new purchase back home.

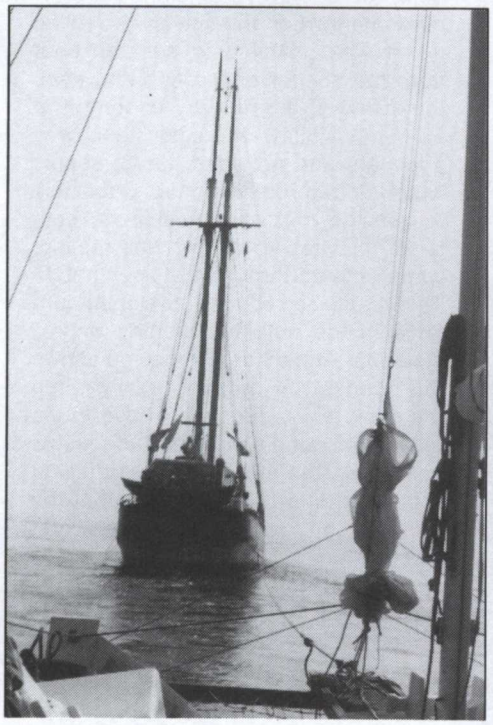
We hope you had a fine summer, a nice meeting of PCA-members and all your activities are going well. - Here is some news from Germany.

First of all: we sold Snails *(see mag 26)* last week. A man from Munich bought her and he is going to take her to Thailand by aeroplane, where he has a house somewhere close to the beach. *(Put him in touch with us Udo, this sounds like an interesting man!)*

Here is a report about our journey with 'Rongotai' from Hull to Vierlingsbeek, Netherlands. If You like to, You can print it in the next issue of Seapeople. I am sure the text needs some improvements which I ask You to do so.

On August, 13th (Tuesday) we took the ferry at Europort, Rotterdam directly to Hull. We arrived there on Wednesday morning and met Dennis at the marina of South Ferriby. He helped us all the day to do some final works on Rongotai. On Thursday morning we went through the lock about 7 o'clock and sailed down River Humber with the tide, but very low wind. Nearly 40 miles later we arrived at the mouth of R. Humber the afternoon, when flood began.. We tried to go against the stream under motor and sails, but made only little progress. So we anchored for the night in shallow water (5 m deep) and had a beautiful night on the sea. Water was very calm, temperature was pleasant, wind F 2 - 3. The stars were shining and the sea was phosphorescing, caused by plankton organisms, like Noctiluca miliaris. We really enjoyed the atmosphere on the sea! David (12) was sleeping all night long, but Elgin, our friend Collin and I changed with sleeping.

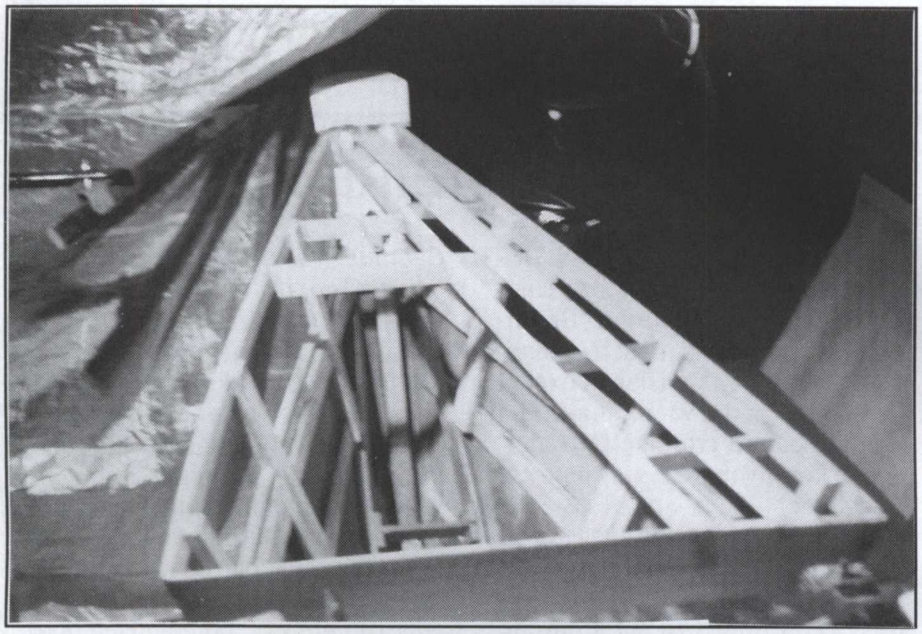
Between Humber & Wells next the Sea, Colin enjoying the journey



Behind "ALBATROSS"

On the next day the wind brought us a pleasant amount to the east. but with the tide going north and this weak wind from the direction where we wanted to sail to, there was no progress to the Southeast. When the tide changed in the early afternoon, we decided to go southerly to Wells Next The Sea. The sun was shining, the sea was calm, stream and wind let us made about 5 to 6 knots, the boat went through the water very easily. We laid on deck and enjoyed it. We arrived at sunset after one of our most pleasant sails we ever had. Early enough to have some light left as a little help in a failed landing. What is best known in theory I had to test in practice: it is not easy to land with the stream! Thanks to the harbour-master, who gave us a push with his raft just at the right moment and rescued the situation!

It was Friday evening and we wanted to be at Rotterdam on Sunday evening. But the forecast announced a stable high and same conditions for the next days as well. What to do? Impossible to reach Rotterdam under sails. At that time we had not enough trust in the engine to take the risk of motoring 36 hours (now we have). But leaving Rongotai there, going back home and coming again meant to look for a new crew as David and Elgin would have to stay at home: end of school-holidays. It also would become very expensive. So I knew what to do when the harbour-master told us about 'Albatross', the last sailing freighter. She was ready to



Port Hull, Stern Cabin ready for planking.

Starboard hull asssembled & sheathed, before grinding,

leave for Rotterdam the next morning.

Ton Brouwer and his crew are very friendly people and they really helped us a lot! For comparable little money they gave us a tow. On the whole it was an easy ride. Only Saturday afternoon wind went to four and waves were about three feet high and we had just to go against them. The boat moved a lot in the seas and it was a bit unpleasant and we were glad about it's strong construction and the strong clamp next to the foot of the mast: no problem for the boat! Later it turned smoother again. The radio was of great help to us. So we could talk with Ton whenever it was necessary.

We reached Maasluis on Sunday about 9 p.m. and Ton helped us to find a place in the harbour and arranged everything with the harbour-master the next day, as we had to hurry home that night. By the way: Ton is ready to give anybody a tow; he also takes passengers while sailing with his beautiful ship. Call 0031-6531-48276, on board of "Albatross".

During the next weeks all our spare time was used to find a place for Rongotai for the winter and bringing her there. We noticed a lot of hospitality with Dutch sailors. Even in their absence for example: we arrived at sunset at a yacht-harbour on a lake connected with river Maas. It was Sunday evening and already everybody was at home. But the door of the office was open, a battery-charger was ready to use (we also had need for it) and in exchange for a few coins I took some beer-tins out of the fridge. Now she lies at Vierlingsbeek in a hall close to river Maas, about 40 km northerly of Venlo. Since mid of September I have been there on eight weekends. We started to build cabins on the sterns. One is for 8 year old Hendrik, its bunk is 1,7 meters long. We raised the deck, oriented us on Tangaroa Mk VI. On starboard a toilet is raising convenience. During the next month also the deck of the bows will be raised, and a cockpit round the mizzen mast will be added. If there is enough time, we will build a low mddle cabin, just high enough to sit and sleep in. We want to sell the Ducati Diesel-Engine which is situated just there, where the middle cabin has to stay. We already got two Yamaha 9.9 hp outboards instead. - Work is in good progress, but there is little time for writing. We are very happy with the boat and we are looking forward to sailing her to Denmark and perhaps Sweden next Summer. Also the English coast is a fascinating destination. We hope to present altered Rongotai in 1998 at the PCA summer meeting.

Ditty Bag

FOR SALE

Ducati Diesel engine. 22 hp, two cylinders, air-cooled. From Tangaroa MK I, ready with shaft and a frame to fix between beams. 750 £ (1800.- DM). Contact Udo Tegethof, Germany 0049-2245-4534.

NEWS FROM SEA PEOPLE

AUSTRALIA

Alex Milne writes:
Ah, Spring! At last winter is over, the climate has warmed up a little, and I don't have to freeze when getting water blasted at 15 knots on our Hitia 17, "**Jodi**".

Unfortunately, my wife Lynne hasn't been out with me much, as I work shift work, and our days off when she is working too, don't often coincide. However, every week for the last 6 weeks or so, has seen me spending a day on our little boat, flitting hither and thither over our glorious harbour, sometimes ghosting gently along, or at times becalmed, at others, flying from wave top to wave top, and oh, woe! sometimes ploughing the mud banks just under the surface, and last weekend scraping over some rocks. I'm beginning to think of adding wheels and becoming an amphibian.

If this spring is anything to go by, it's going to be a great summer, and a wonderful year ahead. Thus far, the winds have died down to an average of 10 to 15 knots on my days off, and the sailing is superb. Balmy breezes, gentle bright blue seas, dolphins playing, and logger head turtles feeding and eyeing us over before sinking out of sight. And the adrenaline rush as we surf on 2 metre waves, coming in through the gap between Rat and Facing Islands, I don't think I've gone so fast before, and then spearing into the back of the wave in front, Whoops! We won't do that again!

Then pulling "Jodi" up on the beach at The Oaks, or Worthington Island, and a leisurely lunch while basking in the warm sun and listening to the waves. lapping the shore, before a pleasant sail back to the boat ramp and home. Just another average sort of day in paradise, I guess.
Wishing everyone a pleasant sailing year, Alex.

BARBADOS

*Dave Hender, Jane and **"Big Tiddles"** are now in Barbados:* Dear Steve and everyone at Southdown, Happy Christmas! We managed all the Canary Islands except La Palma and two of the Cape Verdes, before crossing to Barbados in twentyone days in time for Christmas!
"Big Tiddles" is living well up to expectations- thanks again! (Except for the bloody outboard well! Yes I Know! I'll cut it off one day) Barbados is great, life is good, have an excellent 1997, we will write again soon , honest! Love Dave and Jane (*The outboard well is the only bit of "Big Tiddles" Dave built unsupervised! Steve)*

"Bom Bini" Christmas card received at PCA office recently.

CURAÇAO

*Gys and Anita Paap send lots of greetings from **"Bom Bini"** (Pahi 42) and say: "*We will stay another year in the Caribbean, next year we want to sail to Panama and then the Pacific. Do you know the names of any other Pahi 42's who have crossed Panama as well?" *Any members with Panama Canal experience they wish to share with Gys and Anita can contact them through the PCA office.*

EIRE

Seamus Walsh writes from Limerick: Keep up the good work, I enjoy the magazine and also the feeling of being part of some "family" and not alone in my madness*!* For the winter of 95/6 I was berthed in Carraigaholt at the entrance to the Shannon Estuary. We sail 12 months of the year and the semi-sheltered waters here were very suitable for winter sailing. A great bonus is the school of approximately 60 bottle nosed dolphin who can be relied on to escort you in and out of the estuary in style.

I am in regular contact with Brian Cunningham (Tiki 26), but unfortunately a planned sail in company to the Arran Islands had to be cancelled due to gales. I have also met a Tiki 28 owner in Sligo (*Tom Mcarrick?*) and a Pahi 42 builder in Dublin. I often see a Hitia 14 in Barna, Galway but have not met the owner.

In July this year I set sail south. Head winds and heavy swell resulted in poor progress the first week, but what a cruise we were having - Magharee Islands (Tralee Bay), Valentia Island, Crookhaven, Schull, Sherkin Island, Baltimore

and Glandore were our overnight stops.

In Schull we saw Andre Gietl's Tiki 26, what a beautiful boat! It is apparently available for day charter in Schull / Roaring Water Bay. Finally a strong N/W wind set in and gave us a rather rough ride to St. Mary's (in the Scillies). We were under bare poles for some of the night.

We anchored close to a nice yellow Pahi 26 (*Actually Pahi 31 "Dignity")* and the next day had the owner, Peter Kyne, on board. Peter has a Tiki rig and is very pleased with it. He apparently did quite well in the Round the Island (St. Mary's) Race in July.

We lost some more time as yet another N/W gale went through, but at last the weather settled and we had a glorious week's sunshine among the islands. We managed to visit all our old haunts and to include Green Bay (Bryer) and Eastern St. Martin's that were new to us.

By now (three weeks), we had to return to work, and had another rough crossing in a 6 to 8 south westerly. On our return passage a severe squall flipped open the starboard hatch cover and tore it clean off its hinges. Reluctantly I made the decision my crew had been hinting at for some hours and abandoned the non-stop passage home to shelter in Glandore.

The final leg to Galway bay was taken over several weekends, finishing with my first solo passage: Valentia to Galway, a marvellous experience. This was sailing at it's best. From mid July till mid September we were never alongside, we were either at sea or swinging to our own anchor.

We (My wife Olive, son Brian and I) were of course sailing "First of May" our Pahi 31. we could not have had a better boat - except of course a Pahi 42!

NETHERLANDS

G.F.Dekker writes from Arnhem: "Next year I am planning to construct a Wharram Cat (Most probably a Narai) in India. As the PCA has members all over the world I was wondering if you can give me a contact, be it people, a boatyard or anything which can help me to make a start.
I spent over the last fifteen yars, much time in India and like to be there more permanent, for which a catamaran would be perfect to live on. (From experience I know how unpractical a monohull is in tropical circumstances) *Send replies via PCA office.*

UK

David Thomas writes from Hampshire to tell us that he has bought a Heavenly Twins catamaran, " enclosed are the drawings for a device designed to make the lifting of the Yamaha 9.9 very easy indeed. It is specifically for the H.T. but the principle may be adaptable for Wharram types, anyone interested can see it in operation onboard "Star Shadow" at Thornham Marina near Emsworth. A vertical lift clear of the water allows easy flushing with fresh water, these engines are particularly vulnerable to damage from internal corrosion. Lifting clear gives one a better chance of guarding against the problem. I have also developed a method of reconditioning 9.9 engines if they have suffered bearing failure. It circumvents the ambitions of spare parts dealers who would have you buy a new crankshaft, bearings and conrods at great cost!

There is a great deal more to rebuilding these units than just following the manual. I feel sorry for those who may attempt it without first being aware of the potential pitfalls.

I had intended to depart via the French canals last spring. the boat threw so much refit work at me that I was forced to put it off for a year. With my partner Michelle I got away for six weeks this year. I have sailed monohulls up to now and I have to say I can now see all the advantages of cats! I will however admit that I find the mandatory Heavenly Twin stoop too easily acquired!" *Those interested can contact the PCA office for copies of Dave's drawings and notes of his lifting device.*

Ditty Bag

CREW AVAILABLE

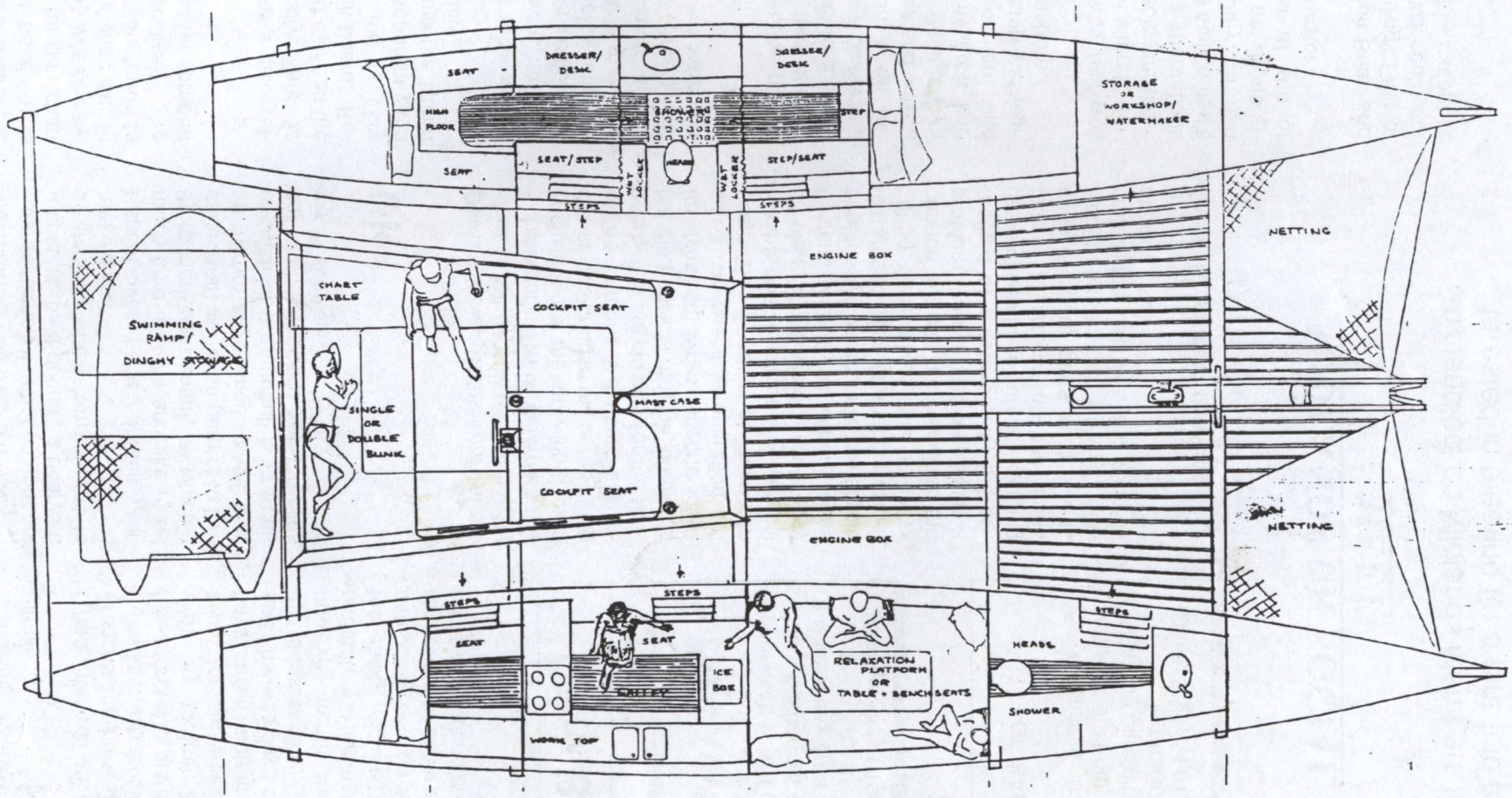
Experienced beach cat sailor looking for Wharram experience, available any area UK will share costs.
Phone Andy 01952 813466

FOR SALE

Fully reconditioned Long shaft YAMAHA 9.9 Four stroke £1000 ONO Very carefully run in since rebuild
David Thomas 01252 516532

MIDLANDS UK SOCIAL MEET

Any landlocked Midlands Members interested in meeting for a pint and a chat Call Andy White on 01952 813466



If undelivered please return to PCA @ Southdown Marina, Millbrook, Torpoint, Cornwall PL10 1HG (UK)